

# CENTENNIAL EDITION THE MORNING ASTORIAN

38TH YEAR. NO. 182.

ASTORIA, OREGON, TUESDAY, AUGUST 1, 1911.

PRICE FIFTEEN CENTS.





# COLUMBIA RIVER PACKERS

## ASSOCIATION

ASTORIA, OREGON

CANNED

PICKLED

FROZEN

## SALMON

### OPERATING PLANTS

- 3 AT ASTORIA, OREGON
- 1 AT ROOSTER ROCK, OREGON
- 1 AT EAGLE CLIFF, WASH.
- 1 AT NUSHAGAK, ALASKA
- 1 AT CHIGNIK, ALASKA

## QUALITY OF PACK GUARANTEED





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**ELECTRICITY**

WHITE SALMON DAYTON WALLA-WALLA WAITSBURG GOLDENDALE

**THE ACME OF SERVICE"**

**PACIFIC POWER AND LIGHT COMPANY**

Benton City Richland Mosier White Bluffs Hanford

THE GROWTH OF A COMMUNITY OR STATE IS AS MUCH DEPENDENT ON THEIR NATURAL RESOURCES AS ON THE FORCES WHICH HELP DEVELOP THEM. THE MODERN INDUSTRIAL PLANT, WITH ITS ABILITY OF PRODUCTION AT LOW COST; THE NETWORK OF TRANSPORTATION LINES; THE ACRES UPON ACRES OF FERTILE LANDS MADE FROM BARREN WASTES; THE MODERN HOME WITH ITS LUXURY AND COMFORT—THESE WOULD BE UNKNOWN BUT FOR THE FORCES HARNESSSED TO DO THE WORK.

IN HARNESSSED THESE GREAT FORCES OF NATURE—STEAM, GAS AND ELECTRICITY—THE UPPERMOST FACTORS IN THE DEVELOPMENT OF THIS GREAT NORTHWEST—THE PACIFIC POWER & LIGHT COMPANY HAS BECOME A MIGHTY FACTOR.

ITS UNFAILING POWER AND LIGHT SERVICE—THE CONTINUOUS EFFICIENCY—THE RELIABILITY—THE CONSTANT KEEPING AHEAD OF THE NEEDS OF ITS CLIENTS—ITS LOWEST RATES COMPATIBLE WITH THE HIGHEST EXCELLENCY OF SERVICE—ITS INDIVIDUAL STUDY OF THE NEEDS OF EACH LOCALITY—ITS CONSTANT FORGING AHEAD INTO UNDEVELOPED COUNTRY—HAVE MADE THE PACIFIC POWER & LIGHT COMPANY A GREAT FORCE IN THE BUILDING UP OF THE NORTHWEST.

THE TEST OF ALL OF THE PLANTS OF THE PACIFIC POWER & LIGHT COMPANY, WHETHER ELECTRIC, GAS, WATER POWER, STEAM OR TRANSPORTATION LINES IS THEIR SERVICE TO THE PUBLIC.

FOR POWER—STEAM OR ELECTRIC—OR FOR LIGHT—ELECTRIC OR GAS.





## DEEP WATER, HARBOR AND TRANSPORTATION FACILITIES

The pleasant and encouraging revelation is at hand, with the authority of the U. S. Engineers in charge of the great jetty at the mouth of the Columbia river, that the June surveys (1911) give 27½ feet of water on the bar there at mean low water, and this is one and one-half feet more than the showing made in June 1910. With tides running from six to 10 feet here during the year, this means there will be from 33½ feet to 37½ feet on the Columbia bar at high water, and proves beyond all cavil that the jetty is doing its work of scouring the bar steadily and satisfactorily and with greater results each recurring season.

The Bay of Astoria, as the broad mouth of the noble Columbia is known, and including the smaller

body of water on the south of the peninsula, to wit, Young's Bay, has practically 40 miles of water frontage west of Tongue Point the great promontory which lies on the Oregon coast of the bay just where the Columbia debouches into the gulf it creates, and 12 miles to the eastward of its junction with the Pacific; this, of course, with reference to the Washington shores as well as those of Oregon. Every foot of this frontage is available for dock purposes and other riparian industries and institutions, save the mileage already utilized, which is but a fraction of the entire port-mileage.

This superb harbor is numerously supplied with fine navigable channels in all directions many of them set up by nature herself, and many which have been created by government and

private interests, with the whole territory easily susceptible of dredging for the establishment of new ones and the deepening of old ones. The bays are completely land-locked, afford the safest and surest anchorage and absolute shelter from the ravages of ocean storm and landward gales at all seasons. East of Tongue Point and in the wide river channels there is double this splendid capacity with even greater security. In fact Astoria is one of the ideal ports of the world and is so admitted by every man, who knows the refuges from the Seven Seas.

Year by year the commerce of the port is growing and sooner or later the mouth of the Columbia must become the second marine stronghold of the American Pacific coast for governmental purposes and for commercial uses. Portland, the metropolis of the state, lying 100 miles inland, at present dominates the situation by reason of her wealth and influence and business prestige, which fact serves to hold the commerce of the Columbia

toria, commerce and commercial relations with distant marts have been the impelling force in its growth of population and development of resources. This expansion has been in direct ratio to the efficiency and reach of its transportation facilities by which the potential wealth of the country is liberated. The evolution of this century's progress includes the canoe, sail and steamboat, the pack train, stage and railroad.

While river, estuary and ocean carry the commerce of favored sections directly on their shores, the railroad must be depended upon to invade the forests depth, the mountains' fastness, the fields of grain, the stockman's range and the miner's camp. Likewise the expeditious movement of trade products to long distances follows the rails.

The great Columbia river supplies the Northwest with not only a wonderful highway for navigation, but, also the one course for railroad construction by easy grade through high-

viaducts. At one time seven thousand men were engaged in its construction. The North Bank Road between Spokane and Portland is the best railroad ever constructed in the West. This line with the acquired roads reaching from the Columbia River to Goldendale, Wash., and from Portland to Astoria, Seaside and Ft. Stevens, Ore., form the North Bank Road—Spokane, Portland and Seattle Railway.

Under the same management is the Oregon Trunk Railway from the Columbia River up the forbidding Deschutes River Canyon and south through the great plateau of Central Oregon 156 miles to Bend. This is another line calling for the bridging of the mighty Columbia River, the climbing by steady engineering stages to an elevation of 3600 feet, the moving of untold tons of rock and the expenditure of millions of dollars in the construction of a railroad of the same character as the North Bank Road.

Under the same management are the electric lines between Portland Salem, Forest Grove and Banks, between Spokane and the Palouse grain belt and Couer d'Alene.

These lines form an integral transportation system. In turn they are integrally co-ordinate with the great systems of the Great Northern and Northern Pacific Railways and Chicago, Burlington and Quincy Railroad by which the forest, river and ocean products of Astoria and the Northwest are carried by their own rails to practically every great consuming market and thousands of cities and towns in the territory of the Rocky Mountains, the Great Lakes and the valleys of the Missouri and Mississippi Rivers, and by direct connection to the manufacturing districts and seaboard cities of the East.

West bound via these lines flows the current of manufactured wares, the products of field and range from east of the Rocky Mountains.

Passengers from the Pacific Coast are carried via The North Bank Road through the West's grandest scenery in fast trains of most modern equipment directly to the cities and towns of the central west; from that territory and further east come the settlers who listen to the call of western opportunity or visitors who year by year more and more make pilgrimages to Astoria, the Columbia River country and the

These fares give the city the low colonist basis in effect during the spring and fall, as well as the reduced round trip figures in effect during the summer season. For the Centennial special fares will be in effect from various Northwestern points in addition to the summer tourist excursions from more distant points.

The North Bank Road maintains fast passenger trains of modern coaches and observation parlor cars between Astoria, Portland and intermediate points along the beautiful lower Columbia River as well as the famous salt water resorts of Clatsop Beach.

### THE O. W. R. & N.

The Oregon-Washington Railroad & Navigation Company is one of the standard concerns connecting this city with the outer world, and while its services are confined to river steamers and water-routes, it is none the less an important and valuable auxiliary in its line. It maintains one of the finest docks in all Oregon at this city; it is 1,000 feet in length and is capable of housing tons of freight in shipment and on storage, and it is kept up to the last demand of cleanliness, convenience and business-dispatch. The interests of the company, along with those of its allied lines, the San Francisco & Portland Steamship Company, the Portland & Coos Bay Steamship Company, and the northshore steamers T. J. Potter and Nahcotta, as well as the business of the Port of Portland Commission tugs and steamers, are centered at this dock and it is one of the great business centers of the city.

The O. W. R. & N. Company does a full share of the local business in and out and gives satisfactory dispatch on standard schedules at all times of the year, with the steamers Hassalo, Harvest Queen, T. J. Potter in constant service between here and Portland, and with the steamer Nahcotta making daily contact with the business of the northshore beaches and villages in Washington.

From this dock, on five day schedules, the steamships Beaver, Bear and Rose City, of the S. F. & P. line, operate the year round, as does the fine steamer Breakwater, which covers the Portland, Astoria, Coos Bay route; and each and all command the bulk of travel in and out of this port.

This company has been a factor in Astoria affairs for many years and is inseparably identified with and responsible for the development of the port and city and is held to be an integral part of the commercial scheme upon which Astoria relies for her better and bigger status as one of the great terminals of the northwest. It has no rails into the city, but the day is not far distant when the line of its ally, out of Portland, will enter here via the Tillamook country and become a fixture in the transportation interests of the city and section.

### WIRES AND WIRELESS.

Astoria has been singularly fortunate in her wireless service since the station of the United Wireless Telegraph Company of New York was founded on the lofty crest of Telegraph Hill, on the westerly summit of this peninsula in 1907. The place and service has been well maintained and has achieved some notable successes which have placed the station among those listed for superior excellence. The station is manned by three expert operators, each doing an eight-hour shift, which gives accurate and continuous service the year round.

The average working distance of this station is about 200 miles in daylight and 1500 miles at night; but under extremely favorable conditions signals from this station have been picked up at a distance of 2800 miles.

(Continued on page 37.)

**S. A. GIMRE** 543-545  
BOND ST.

Dealer In

**Fine Boots and Shoes**

Agents For

**Dr. Reed's Cushion Sole SHOES** FOR WOMEN  
FOR MEN

Rests tired nerves and makes walking a delight

Agents For

**W. L. Douglas \$3, \$3.50 and \$4 Shoes**

Yes, We Do Up-to-Date Shoe Repairing

**S. H. WILLET**

Plumbing, Gas and Steam Fitting

Tin, Sheet Iron, Copper and all Brass  
Work

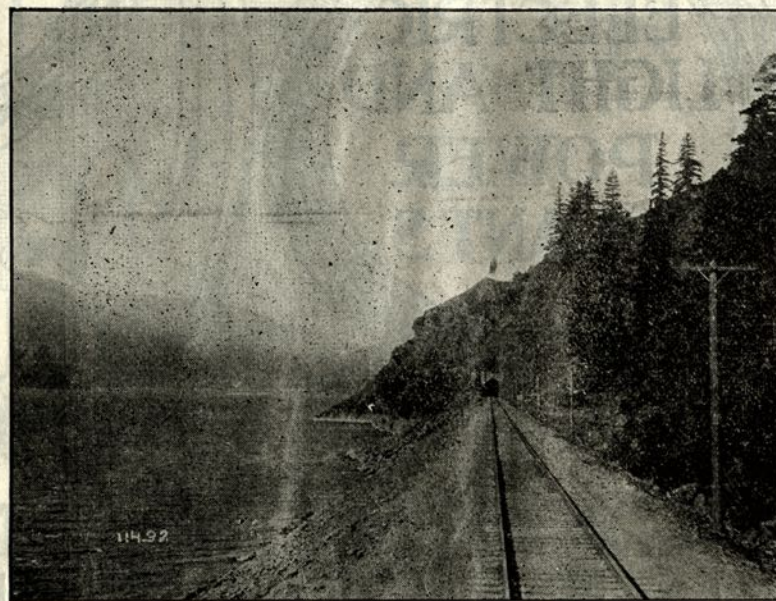
Practical Heating Engineer  
Manufacture and Repair Shop  
Hot Air and Steam Heaters

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533 Duane Street

Astoria,

Oregon



Columbia River Scene on The North Bank Road

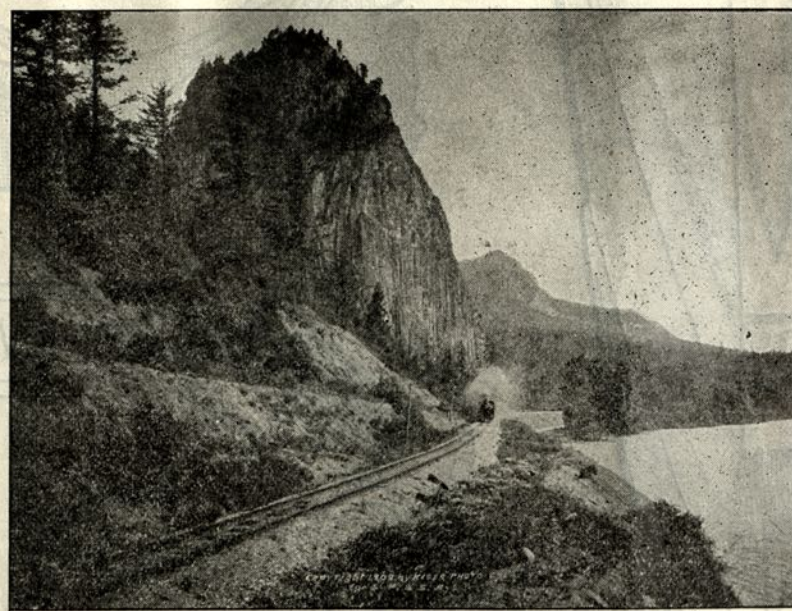
to the district while not impairing in the least the logical claim and inevitable enjoyment of the business here later on when the exigencies of quick dispatch and the larger development of the trade shall make the port of Astoria the main depot for all terminal shipping interests.

The one supreme advantage of the Bay of Astoria is that it is the one and only fresh-water harbor on the Pacific coast, the enormous flood of the Columbia river overcoming and neutralizing the salt influx of the ocean tides and maintaining the purity and cleansing properties of the water at all times and under all conditions; a condition sought by all mariners to whom the service of such water in ridding their ships of the accumulations of the salt seas is invaluable and sought for always. For years this has been deemed the most invaluable property of the harbor here, aside from its safety and surety as a refuge and an agreeable place in which to dock or anchor for the time a ship must linger on its errand in these waters.

### THE NORTH BANK ROAD.

From the very first settlement in the Northwest by Astor's men at As-

lands and mountains in the universal East and West direct trade between the great interior and the tidewater ports. By a railroad constructed on such a route freight and passengers may be carried with least effort and greatest expedition and regularity.



Castle Rock, Columbia River, on The North Bank Road.

From the slopes of the Rocky Mountains at Spokane the elevation of 1900 feet, for 377 miles of the 477 miles and the expenditure of money's miles to Astoria the North Bank Road—Spokane, Portland, Seattle Railway—follows the Snake and Columbia Rivers; for the remaining one hundred miles the engineer maintained practically a water grade. Curvature was reduced to a minimum.

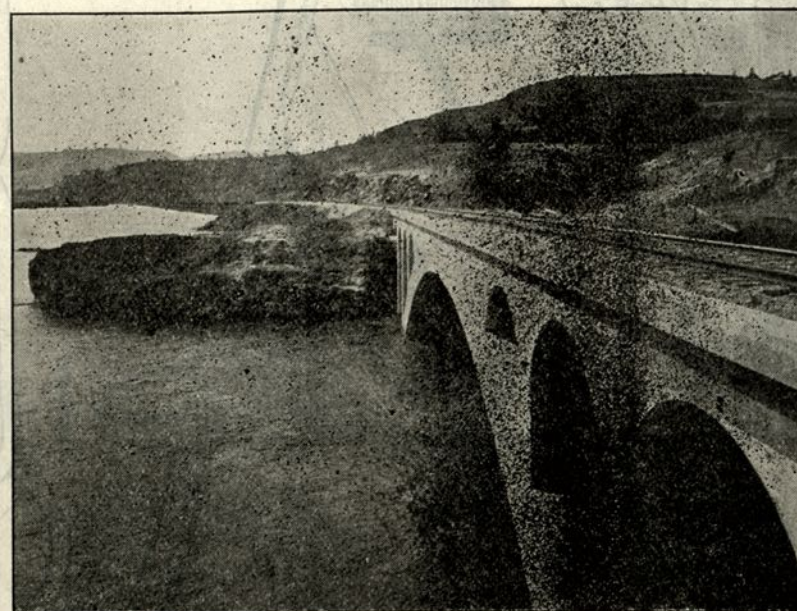
While nature provided the general course of this line from Spokane to Portland man's part called for the greatest engineering skill, titanic labor and the expenditure of many millions. Much of the distance involved heavy rockwork. Eighteen tunnels aggregating almost three miles in length necessitated the removal of more than one half million tons of rock.

Great rivers had to be crossed—the bridging of the Columbia and Willamette Rivers with their affiliated waterways measures more than one and one half miles of double track structure, using three million pounds of steel, seventy six thousand barrels of cement; sixty eight thousand cubic yards of concrete and more than ten thousand cubic yards of granite.

Heavy rock excavation provided material for a solid road bed on which the heaviest rails were laid. Steel and concrete were used in bridges and

Oregon coast beaches, where perfection of climate, beauty of mountain, forest river and ocean allure and welcome them.

Astoria enjoys the same passenger fares to and from the east and central west as other Northwestern cities.



Concrete Bridge, Klickitat River, on The North Bank Road.



**We Want To Say**

To You  
That The

**Astoria Hardware Co.**

Are the largest dealers in the Northwest in

**Marine Supplies**

Schebler Carburetors, Witherbee Storage Batteries, Dry Cells and Equipment.

Troyer-Fox Gas Engine Oil

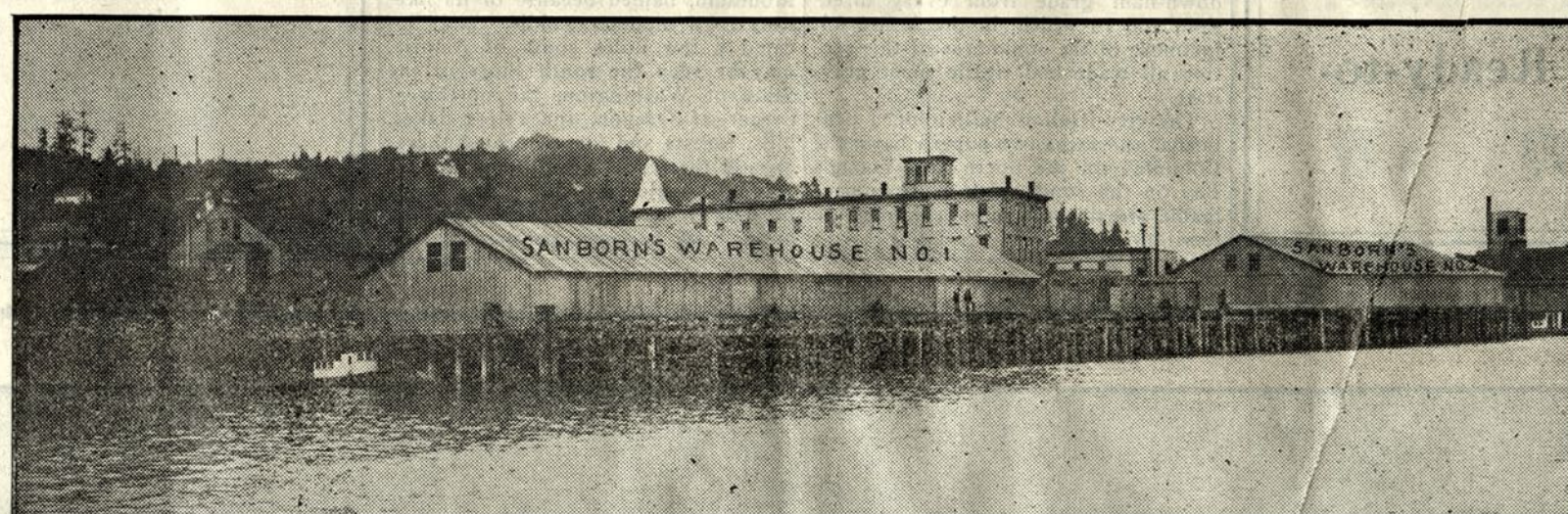


# GEO. W. SANBORN

## General Warehouses and Coal Dock

River Front, Foot of 9th Street, Astoria, Oregon

Local Agent  
California  
&  
Atlantic  
Steamship  
Company

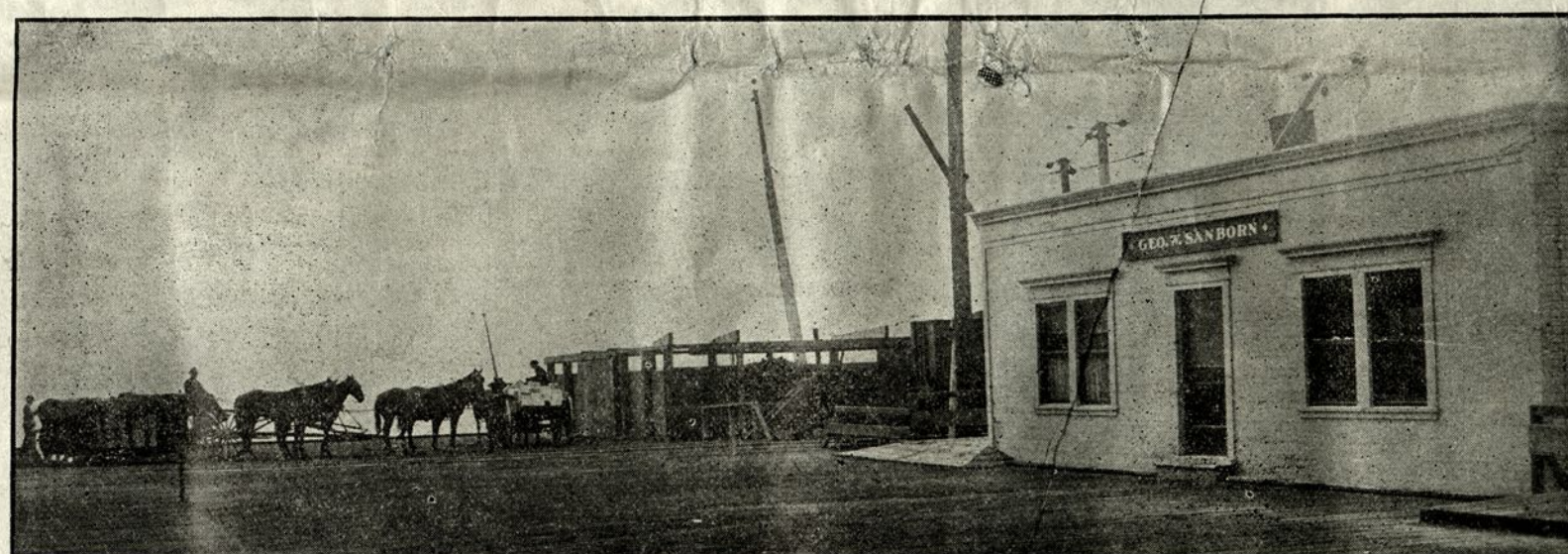


WATER FRONT OF SANBORN'S WAREHOUSES AND DOCK LOOKING DOWN STREAM.

The Easiest  
Dock  
In The  
City To  
Land At

### Water Frontage to Handle The Largest of Vessels

Forty Feet  
Of Water  
At  
Low Tide

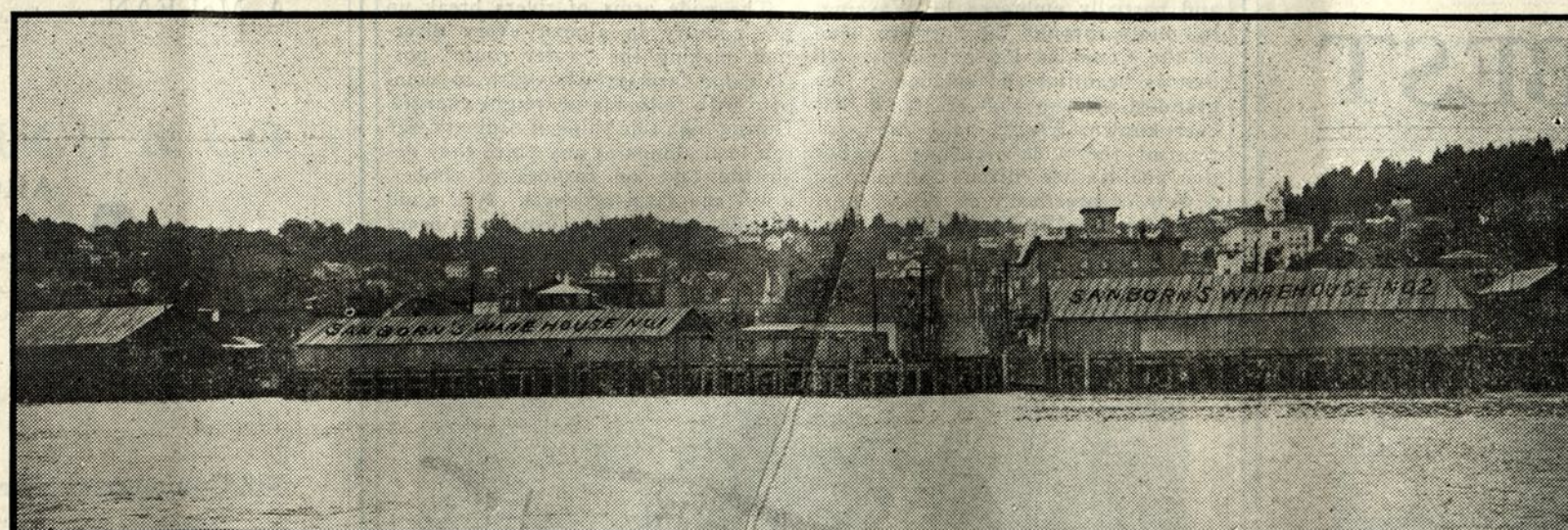


VIEW SHOWING PROXIMITY OF WATER FRONT, RAILROAD AND SIDETRACK AT SANBORN'S DOCK.

In The  
Heart Of  
The  
Business  
District

### Excellent Railroad and Sidetrack Connections

Finest  
Facilities  
On The  
Lower  
Columbia  
For



GENERAL VIEW OF SANBORN'S WAREHOUSES AND DOCK.

Wholesale  
and  
Retail  
Dealers  
In  
Coal

### Warfage Storage and General Shipping



# THE BEE HIVE

M. S. COPELAND & CO. Props.

The largest department store on the lower Columbia.

High grade Merchandise at popular prices only.

We are exclusive agents for: Modart Front Lacing Corsets, Nemo and American Lady Corsets. Corticelli Silks, Golden Pleece Yarns. "Best-Ever" Suits for Boys, Utz & Dunn's High Grade Shoes for Women, Hamilton Brown's American Lady Shoes, Brown's WHITE HOUSE SHOES for Men and Women. Visit our notion department for Centennial Souvenirs.

**We Specialize On Ladies' Ready-to-Wear Garments**

## ASTORIA'S FAMOUS SITE

ASTORIA'S is one of the key-sites of the world. It has no parallel on the Pacific Coast save that of San Francisco.

It is one of the five great logical wards in the lock of the future to which the Panama Canal is the key. It fits snugly in the scheme of Pacific development and will be used to its last qualification when the hour arrives. In the past it has been ignored save as it served for the advance of the metropolis of Oregon, the wealth, stamina and ambition of which place has naturally dominated this and every other location in the state; but which must give way now to the larger and broader demands of the coast and internal interests as they configure to the expansion of the Northwest.

The city lies at the mouth of the Columbia River, with a thousand miles of main and sidereal valleys back of it, with nine-tenths of the waterways leading to it navigable, and wholly susceptible to improvement, and the water levels everywhere, including both banks of the Columbia, marked by existing, or projected, railways, thus making Astoria the sea and rail terminal of the entire Columbian valley and upon a down-haul grade from every direction, and to which, in the future adjustment of the commerce of this section all trade and traffic must gravitate.

The city itself is built upon a peninsula, and faces two superb bays, the Columbia on the north and Young's Bay on the south, with a dozen navigable streams serving the immediate territory.

River are in full sight. Ocean liners and freighters from all parts of the world may be seen approaching the entrance to the harbor in the misty distance, beyond which lies the trade of all the Orient sought for a thousand years by the nations of the old world.

Valleys immensely rich in black loam, plains of golden fields glistening with rich grasses, down the south coast, and forest clad hills thickly stocked with trees of astonishing girth, are in general what compose the largest part of the country, which is but sparsely settled and is waiting for further immigration.

Mountain, forest and stream do not appear as hackneyed as they sound, in the northwest peninsula of Oregon. Bubbling brooks, creeks, small rivers, large rivers and mighty streams are all available within a few miles of each other and their waters teem with myriads of fish life. Fish of all kinds, and especially the different varieties of stream trout, are plentiful. Game of all kinds abounds in the forests to such an extent that hunting is probably the leading pastime of the inhabitants of this fair portion of the western coast.

From the topmost peaks of Saddle Mountain, named because of its likeness to a monster saddle, and located a few miles south of Astoria, may be seen the south shore of the State of Washington, the northwest corner of Oregon, the rivers, lakes, hills, forests and farms located thereon and the whole beautiful picture of a vast and glorious delta. First miles of ocean are in full view and the ships may be seen passing to and

## HOEFLER'S

ESTABLISHED 1898

**Oregon's Famous Confectionery**

**The Home of Sweets**

C. J. TRENCHARD

M. R. POMEROY

## Trenchard & Pomeroy

174 10th Street  
Phone No. 819

**AGENT OREGON LIFE INSURANCE CO. A GOOD INVESTMENT FOR YOUR FAMILY.**

FIRE, ACCIDENT, BURGLARY, BOILER, PLATE GLASS, LIABILITY, BONDING, AUTOMOBILE INSURANCE AND MARINE.

### Agents For

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**THE PACIFIC COAST INSURANCE AND SHIPPING AGENCY, SEATTLE.**

**COMMISSION, BROKERAGE, COLLECTIONS AND GENERAL AGENTS.**

## A WATER ROUTE CITY

ASTORIA is at the last extremity of one of the great continental watersheds, and is peculiarly a water-route city, having in touch with all the navigable resources of four states, and being the concentric, pivotal point of traffic for millions of square miles of rich territory. A fact thoroughly well developed by the following analysis of the topographical lay of the country which sends its natural waters to this converging point:

This watershed contains an area equal to one-sixth of the whole area of the United States. It is all west of the summit of the Rocky Mountains in Wyoming, Montana and Utah, and north of the Siskiyou in California and Nevada to the divide between the north fork of the Columbia and the Thompson and Fraser Rivers in British Columbia, 200 miles north of the boundary line between the United States and Canada, except the Puget Sound watershed, which has an area of but 1500 square miles.

The Columbia has two principal affluents, the Snake and the north fork of the Columbia in Northern Nevada, around easterly into Utah and westerly into Wyoming to the Montana line at Yellowstone National Park, near which the Missouri also takes its rise. The real head waters of the Snake are in the Salt Lake basin, that region of fabulous wealth which has drawn the attention of the world. The bed of its overflow river is near Pocatello.

In the 300 miles of its course down to the junction of the Columbia at Wallula, numerous large rivers empty into the Snake on either side. The

treasures in the Cascade Range, the Blue Mountains and the Coast Range.

All these natural advantages are in the great watershed which flows down the Columbia to Astoria. They are joined below Wallula by other mighty rivers flowing into the Columbia from other valleys of fabulous wealth, known as the Hood, Willamette, the Cowlitz, Gray's, Deep, Salmon, John Day's, Deschutes, Wallowa, Umatilla, Grand Ronde, and many other noble streams flowing from many more mineral mountains and valleys in which almost anything outside of tropical fruits may be grown.

When these all reach the large bay at Astoria with their rich burdens from the great inland empire, they form one of the greatest rivers on earth and are all exclusively tributary on the water levels to the seaport of this mighty stream—Astoria. The Mississippi drains a great area, but the north half of it is tributary to New York City and the balance is tributary to various ports from Galveston around the coast to Charleston, with not a tenth of the natural wealth of the great western watershed.

This watershed of the Columbia is most fertile in land, yielding wheat, fruit, hops and all cereals in immense and unlimited quantities. Its 1000 square miles is full of mountains of gold, silver, copper, lead, coal and iron. Its forests are limitless in extent and no equal area in the world is so favored or has been developed less because of the need for immigration, investment and prospecting.

While much development has been done in the past 10 years in various

ASMUS BRIX, President

J. E. FERGUSON, Vice President.

## Fisher Bros. Company

J. H. O'CONNELL, Secretary and Manager.

### SOLE AGENTS

Barbour and Finlayson Salmon Twine and Netting

McCormick Harvesting Machines

Oliver Chilled Plows

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Launch Supplies

Starret's Tools

Auto Supplies

Genasco Prepared Roofing

## HARDWARE, GROCERIES SHIP CHANDLERY

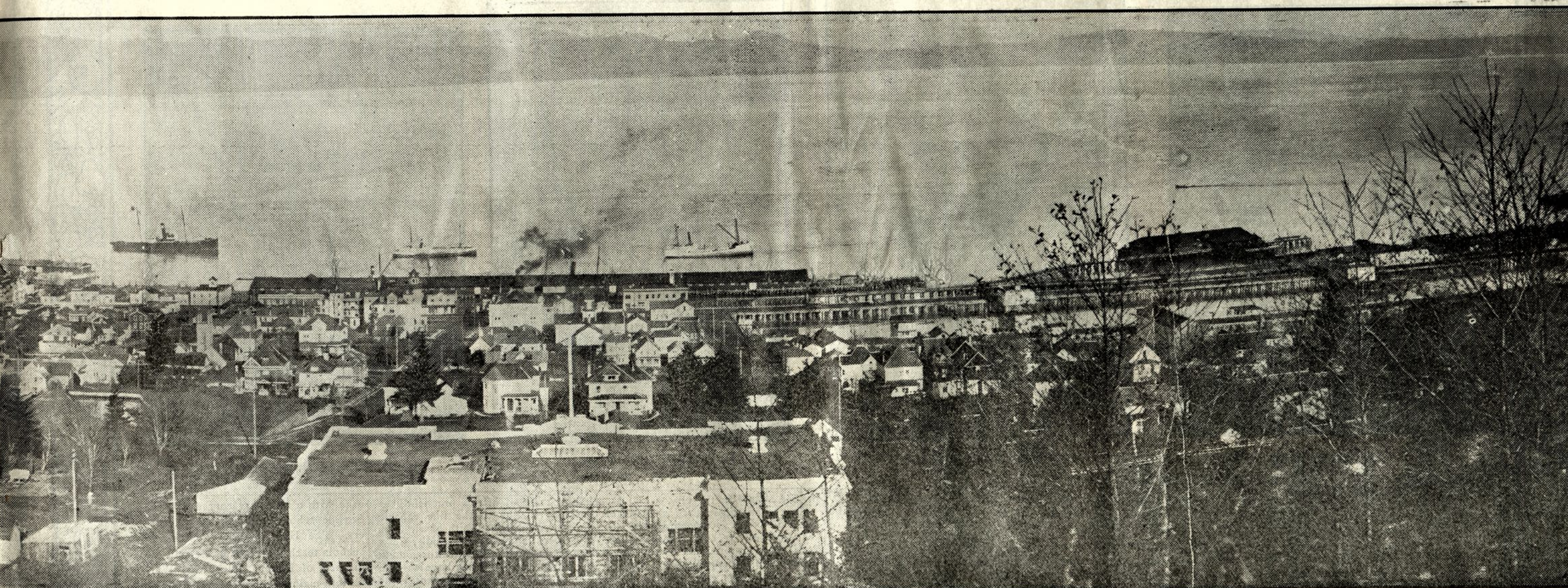
Tan Bark, Blue Stone, Muriatic Acid, Welsh Coal Tar, Ash Oars, Cedar and Oak Lumbet, Pipe and Fittings, Brass Goods, Paints, Oils and Glass

**Fishermen's Pure Manila Rope, Cotton Twine and Seine Web**

**We Want Your Trade**



PANORAMIC VIEW OF ASTORIA, OREGON, TAKEN FROM AN ELEVATION SOUTH OF THE CITY, SHOWING THE WATER



FRONT ON THE COLUMBIA RIVER, AND THE WASHINGTON SHORE, SEVEN MILES AWAY, IN THE DISTANCE.

## BUY THE BEST

IT STANDS ALONE



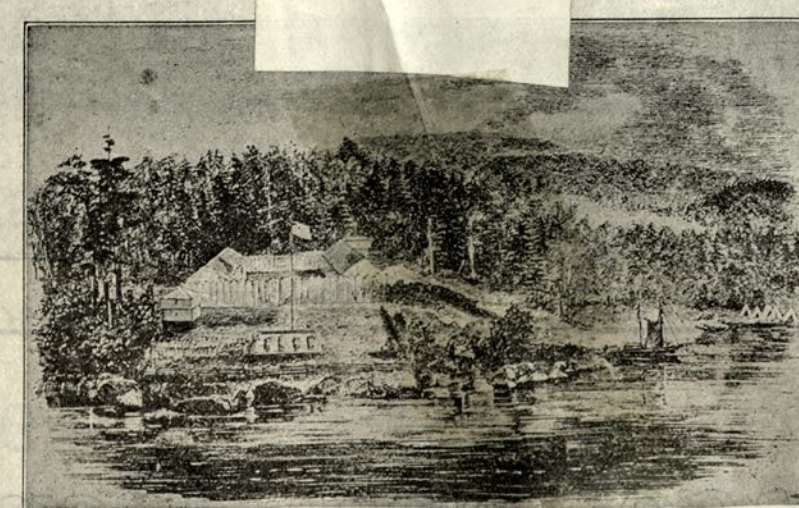
IT IS NOT LIKE OTHER RANGES

**THE MALLEABLE RANGE**  
Made In South Bend

Is Positively The Best. Let Us Tell You Why.

**Foard & Stokes Hdw. Co.**  
The Big Store

Clatsop County, in the extreme northwest of the State of Oregon, and partially embraced by Washington State through the northern bend of the Columbia River, embodies all that is beautiful and sublime in the grandest scenery that the world has ever known. Astoria holds the position of the wide-stretching harbor that enables her citizens to command a view of practically all this section. Miles of the Washington shore may be seen, as from the slight elevation



FORT ASTOR—1811

tions back of the city, the county and surrounding country may be seen for many miles.

Mountains rear their noble peaks in the distance and from innumerable homes the daily view open to the occupants is one grand inspiring sight. From the summits of the hills near Astoria the Pacific Ocean and the windings of the mighty Columbia

from the greatest natural harbor of the west coast.

The great arms of rivers break up the country in almost every direction, making the "water route" possible for farmers who wish to compete with railroads in freight charges. During high tide ships of ordinary size can load almost at any point they desire to take on cargoes of timber, grain and farm products. And amid all this congregation of nature's beauties and utilities at the right hand of

A. McLEAN

A. MALAGAMBA

ARCH. McLEAN & CO.

SHOE STORE

The Best of The Good Ones

588 Commercial Street

Astoria, Oregon

1811

1911

## ROBINSON FURNITURE STORE

590-592 Commercial St. Established 1898 Telephone 692-J

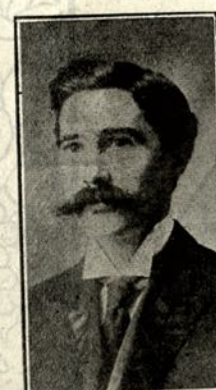
Furniture, Carpets, Stoves and Ranges

1898

1911

PHONE 9

12TH AND DUANE STREETS



**J. A. GILBAUGH & CO.**

**FUNERAL DIRECTORS**

EXPERIENCED LADY ASSISTANT WHEN DESIRED CALLS PROMPTLY ATTENDED DAY OR NIGHT

OFFICE OF COUNTY CORONER

ASTORIA, OREGON

## YOUR WATCH

WHEN YOU LOOK AT IT YOU SHOULD HAVE ALL THE TIME IN THE WORLD—NO MORE NO LESS.  
IF IT TELLS YOU TO HURRY, YOU HAD BETTER DO SO IF IT WAS REPAIRED AT

**LINDSEY'S**

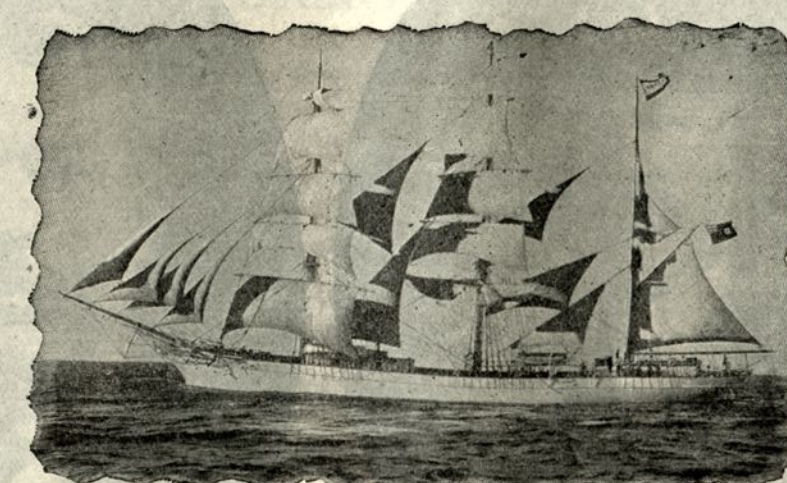
At the Sign of the Big L

594 Com. St.

plains of the Snake, 300 miles long and 50 miles wide are as fertile as the valley of the Willamette. Valley, the pride of Oregon and the west, and a third larger. Great synclines have perfected the rich soil of the Boise and other rivers and streams on the higher slopes and formed a wonderful fruit-raising section.

The north fork of the Columbia also has numerous resources covering the

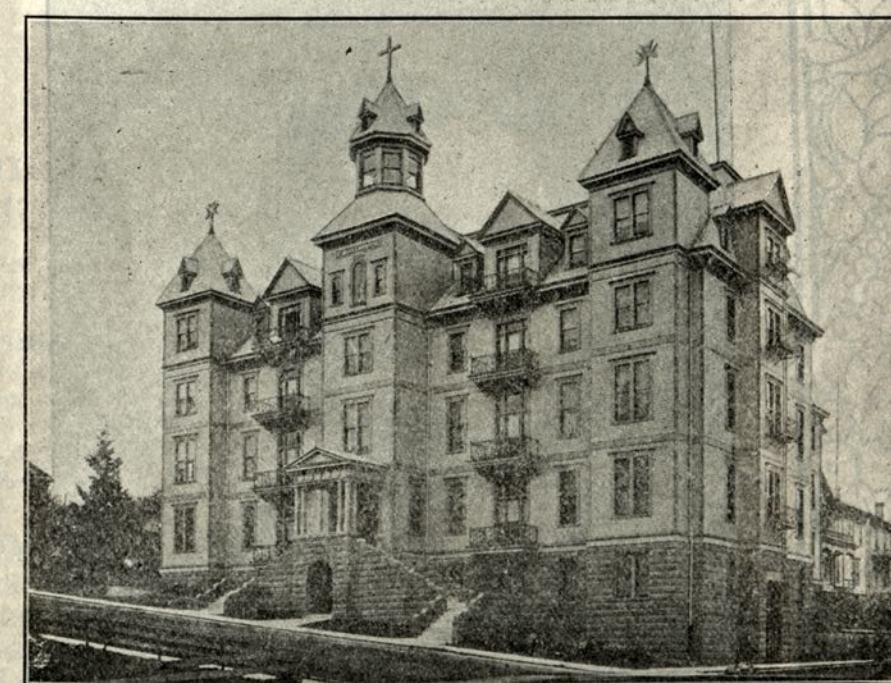
parts of the state, there are sections of land which remain untouched by the hand of man. Movements for new railroads are eagerly sought as the only real means of settling up the rich undeveloped districts and railroads are being built. Every city and town in the state is arousing from a lethargy caused by the ease with which resources have been made in the past. The need for competition to bring



AN EARLY MERCHANTMAN

remaining half of this great watershed from the summit of the Rockies on the east in Montana to the divide 200 miles north of the Washington line, and west to the summit of the Cascade Mountains. These sources make great rivers flow into the north fork and with the affluents of the Snake, together numbering over 100 great rivers, flow down from a thousand miles of mountains of gold and silver, lead, coal and iron through more than 100 fertile valleys into the mighty Columbia at Wallula, to say nothing of the countless min-

ing the state to its proper development is stimulating the people. The area of prosperity and the confidence of investors is being taken advantage of in Oregon, the state where investments are as solid as if drawing interest in national banks, with the difference that the interest on the investment, or at least the profit, is practically unlimited. Railroad building is going forward in this and the neighboring state as fast as labor can be secured to build new lines, and in the growth of transportation Northwestern Oregon is securing a large share.



## ST. MARYS HOSPITAL

The only hospital in Clatsop County, is maintained by the Catholic Sisters, and substantiated by leading Surgeons and Medical Men, for the treatment of all cases, except venereal, contagious diseases. Thoroughly equipped with modern operating-rooms, ninety-five beds and thirty private rooms. Has, for the past three years, maintained a training school for nurses. Sister Nurses in direct charge of all patients, assuring competent attention.

This institution has always cared for, gratuitously, all the poor of all creeds, and denominations it is possible to accommodate.



# SPONSORS OF ASTORIA'S WELFARE

## REGARDING EDUCATION

Astoria may well be proud of her system of public schools. Families from different parts of the United States, who have either temporarily or permanently located here, are all unanimous in praising the good work done in the city schools of Astoria.

The teachers are graduates of first-class institutions in different parts of the country, most of them being specialists along their lines of work.

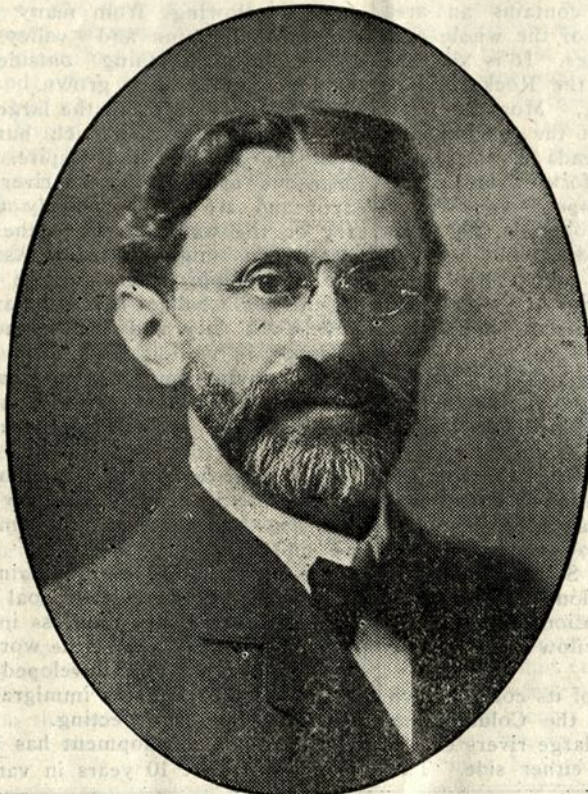
Considering the fact that, according to the laws of the State of Oregon, children are compelled to attend school between the ages of 8 and 15, an excellent opportunity is granted to our boys and girls to acquire a thorough common school education.

There are six separate school buildings in Astoria, five grade buildings for the primary and grammar departments and our High School building. The latter is modern in every respect and was erected at an approximate cost of \$100,000. It is constructed of dark gray stone and of concrete, while

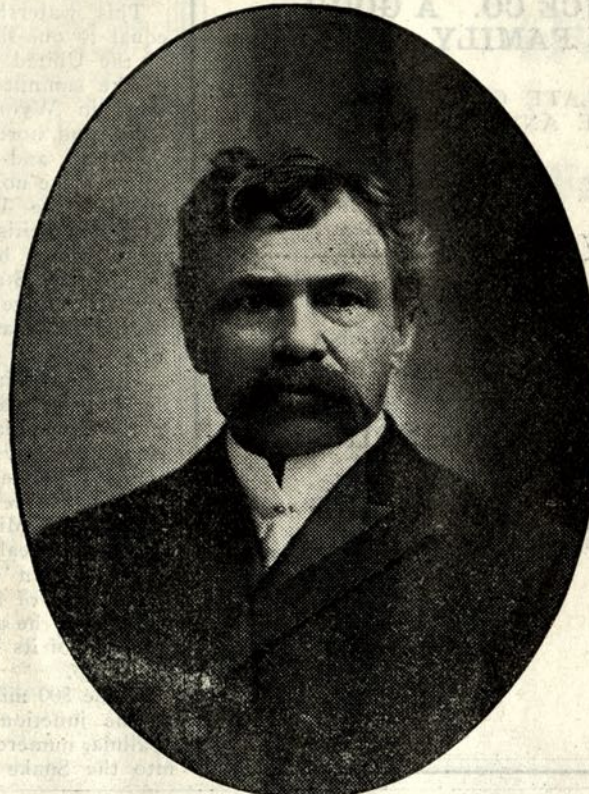
intention of the Board of Education to extend this department to the Grammar grades, and to add a course in domestic science—sewing and household economy for the girls.

The course of study presented in the Astoria High School is the same as is offered in any Western institution of this kind. Our graduates are admitted to all of our Western colleges and universities without examination.

All buildings are well lighted, well ventilated and properly heated conforming with modern systems. Every precaution is taken with regard to sanitary conditions. The drinking fountain has replaced the common drinking cup everywhere; oiled floors are to prevent germ laden dust in sweeping the floors; cloths saturated with antiseptics are used in dusting furniture and woodwork. Two of the buildings are equipped with hot air heating and fan system ventilation, while the High School building is electric wired throughout.



HERMAN WISE, Ex-Mayor.



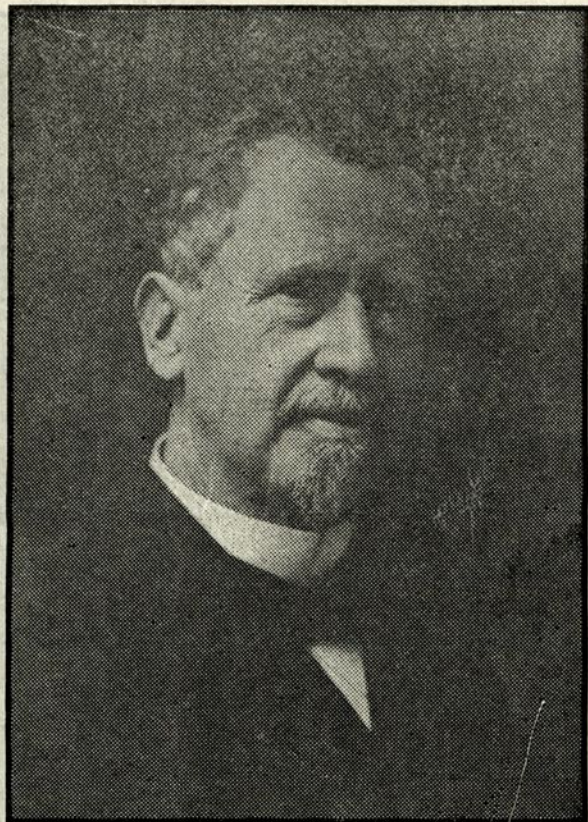
JOHN HAHN, Ex-Mayor.

houses, the attendance has averaged up to 96, which is a wonderful and compensating presentment. Ninety teachers are employed throughout the county and as a class these ladies and gentlemen rank high in the profession and are setting up splendid results and turning out a host of well equipped and proficient young people as can be found in the state.

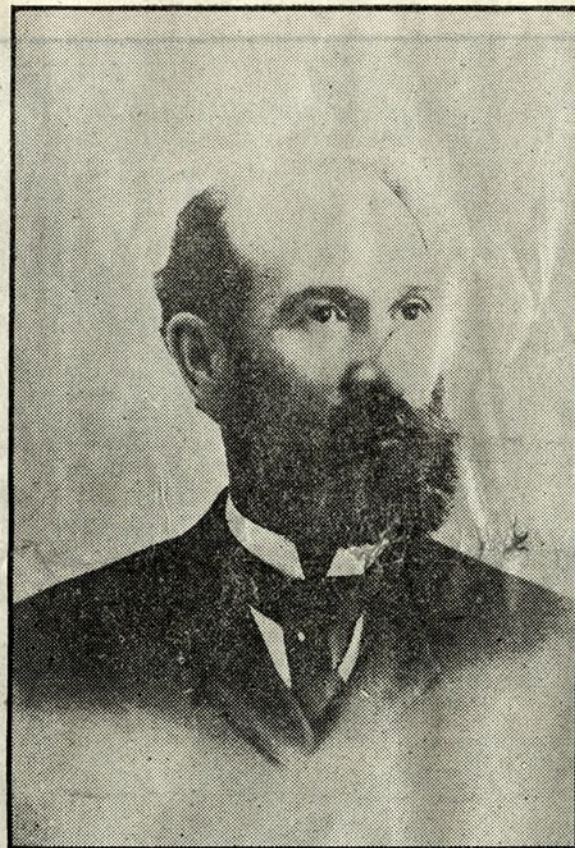
During the last school year, Miss Warren has had the handling of the handsome provision of \$139,292, and has expended \$87,897 thereof and has a fine balance yet to be disbursed in this interest.

The value of school property in the county reaches the big total of \$200,000 in land and buildings and furniture, and this property is kept up to the mark of excellence in the way of maintenance and repair that is a credit to the superintendent and her capable staff of interested teachers. Everywhere one goes in Clatsop County the schools of the district are accentuated by the tidiness and cleanliness of the buildings and grounds and in the interior embellishment and equipment which make for comfort, convenience and progress of the pupils.

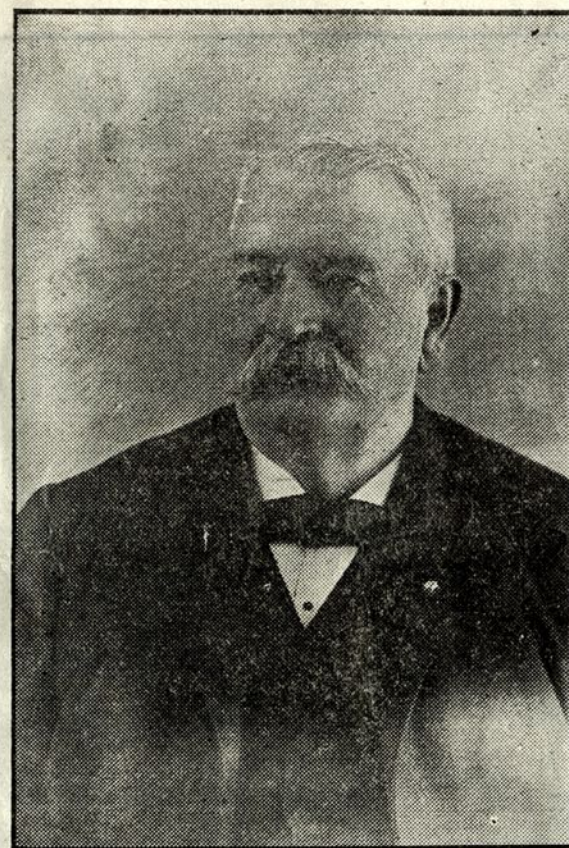
Two cities of the county possess high schools, Astoria and Seaside.



DR. ALFRED KINNEY, Ex-Mayor.



FRANK J. TAYLOR, Ex-Mayor.



D. C. IRELAND, Ex-Mayor.



A. M. SMITH, Ex-Mayor.

the front is adorned with four large terra cotta pillars. Viewing the building from the water front, it makes the impression of a majestic temple of Greek architecture—overlooking the entire city. The building contains 26 rooms, including class, recitation, library, art, type-writing, music and assembly rooms, gymnasium, physical and chemical laboratories, and manual training department. The latter was installed in order to present to the boys an opportunity to make practical use of their spare time and acquire the rudiments of wood work and mechanical drawing. It is the

The science of art is taught in all grades. Excellent work has been accomplished in this line; there is hardly any other department in which both teachers and pupils have manifested as much enthusiasm and interest.

There are over 29,000 volumes of library books distributed among the different buildings so that each grade has its library suitable for the children of the respective grade. The library of the High School consists of about 1,100 well selected volumes. The entire school property represents an aggregate value of about \$200,000.

The last school census showed the number of school children that are of school age to be 2,856.

In mentioning the work done by the 42 teachers in the public schools, it is also proper to refer to the splendid work that is done by the good sisters of the Academy of the Holy Names, located on Franklin Ave. and 16th street. Children of both sexes are received into this institution of learning. Besides the commercial department in which excellent instruction in business forms—book-keeping, stenography and type-writing is given, there are also primary and grammar grades. The academy is the only

private school in the city.

As the intelligence of the inhabitants of a city is measured by her schools, we have every reason to believe that Astoria can well stand comparison with any city on the Pacific coast. Her schools are a credit to the progressive spirit of her population, and we may safely hope that, with the growth of the city, the schools will keep pace with all modern requirements, and thus offer all advantages we heretofore have been accustomed to expect to find only in the large cities of the East.

The schools of Clatsop County are a source of constant and justifiable pride with her citizens, and for this

happy state of affairs practically everything is due to the fine capacity and unvarying good faith of the county superintendent of schools, Miss Emma Warren, whose culture, method and business training have wrought sound success and permanent establishment in a department where such conditions most surely belong if the young of the country are to reap the full and final benefits of the free school system.

The school census of November last gives the county 4,472 children, and the latest reports at hand in Miss Warren's office show that for the average seven-month term of school this year, in the 33 districts and 41 school

each with a four-year course, and the Seaside school employs seven teachers. The Hammond and Westport schools teach the ninth grade, and the districts of Knappa, Olney and Warrenton maintain two-room buildings. Patrons everywhere are taking deep interest in educational matters, and are insisting upon immediate and full repairs and improvements, or upon the erection of new buildings, and are getting them, all contributing to put the Clatsop school upon the best basis possible. Clatsop has reason in abundance to be proud of this phase of her public concern, and does not hesitate to herald the advantage.



M. R. POMEROY, Ex-Sheriff.



THOS. LINVILLE, Chief of Police.



J. V. BURNS, Sheriff.



C. E. FOSTER, Chief of Fire Dep't.



## Officers

L. O. Belland, President.  
C. G. Palmberg, Vice-Pres.  
J. M. Anderson, Cashier.  
Oswald Gustafson, Asst. Cashier.

## Directors

L. O. Belland J. E. Wicks  
Aug. Danielson C. F. Hendricksen  
John Mattson C. G. Palmberg  
Erik Maunula Andrew Young  
J. M. Anderson

## Scandinavian American Savings Bank

ASTORIA, OREGON

Capital \$50,000.00

Surplus and Undivided Profits \$15,000.00

A GENERAL BANKING BUSINESS TRANSACTED

A SAFE AND WELL MANAGED BANK, KNOWN FOR ITS PROGRESSIVE  
METHODS AND FINANCIAL STRENGTH

## CONDENSED STATEMENT OF CONDITION JUNE 7TH 1911

RESOURCES		LIABILITIES	
Loans and Securities	\$329,964.25	Capital paid in	\$50,000.00
Furniture and fixtures	4,713.99	Surplus	10,000.00
Due from Banks	\$37,838.40	Undivided profits	3,512.75
Cash in Bank	\$28,388.59	DEPOSITS	337,419.72
	\$400,932.47		\$400,932.47

INTEREST PAID  
ON  
TIME DEPOSITS

SAFETY DEPOSIT  
BOXES  
FOR RENT

## PRINCIPAL CORRESPONDENTS:

First National Bank, Portland, Oregon  
Bank of New York, N. B. A., New York  
Continental & Commercial National Bank, Chicago  
Crocker National Bank, S. F.

Geo. H. George, President  
Geo. W. Warren, Vice-President  
J. E. Higgins, Cashier  
C. R. Higgins, Asst. Cashier

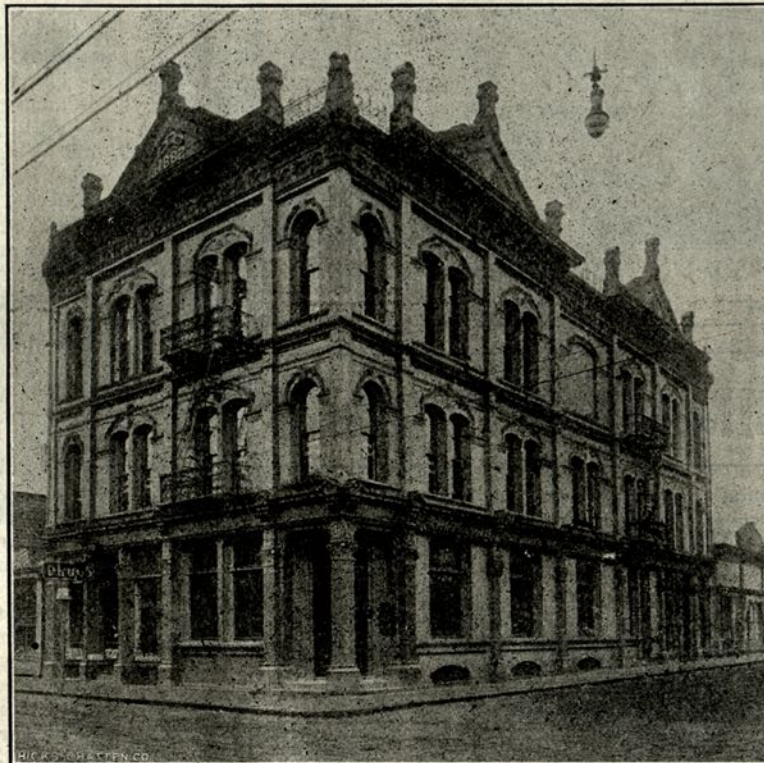
## DIRECTORS

Geo. H. George  
W. H. Baker  
Geo. W. Warren  
Aug. Scherneckau  
F. L. Warren

## Astoria National Bank

Astoria, Oregon

UNITED STATES DEPOSITORY



Established  
August  
9th, 1890

Charter Re-  
newed Aug.  
9th, 1910

Condensed Report of Condition  
At the Close of Business June 7, 1911

## RESOURCES

LOANS AND DISCOUNTS	\$486,749.17
U. S. BONDS AT PAR	48,500.00
OTHER BONDS AT PAR	7,000.00
STOCKS AND SECURITIES	104,091.47
BANK PREMISES	3,000.00
OTHER REAL ESTATE	7,233.41
REDEMPTION FUND	2,375.00
Cash and Bank Balances	219,318.33
	\$878,267.38

## LIABILITIES

CAPITAL STOCK	\$50,000.00
SURPLUS	55,000.00
UNDIVIDED PROFITS	11,361.58
CIRCULATION	43,800.00
DEPOSITS	718,105.80

\$878,267.38

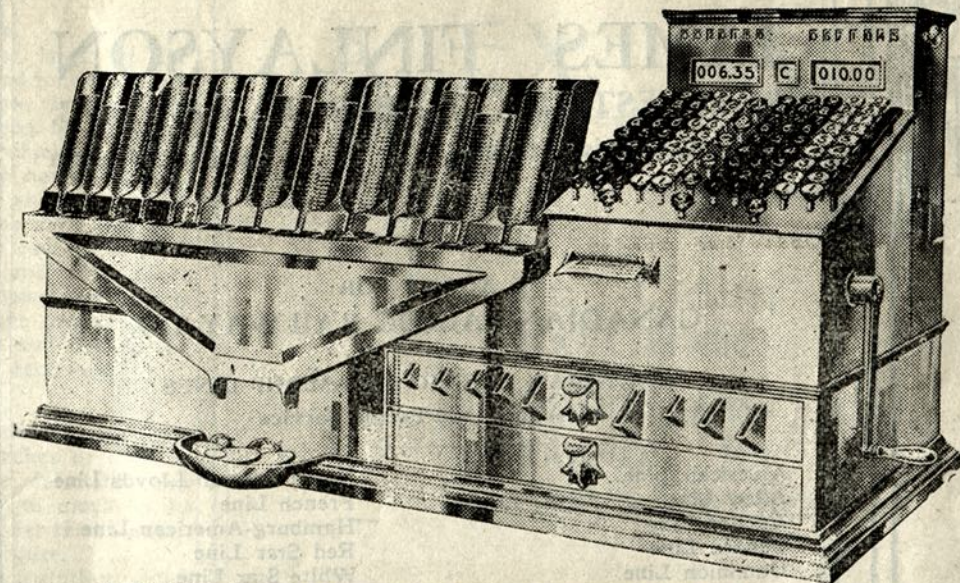
# Industrial Awakening Of The West



BILYEU AUTOMATIC CASHIER, will Pay, Visibly Register, Stamp the Check and Total Any Amount from 1 cent to \$200. Makes change for \$1, \$5, \$10 and \$20.



FIRST SECTION UNITED STATES CASHIER CO. FACTORY  
Kenwick Street and Columbia Boulevard (Kenton) Portland, Oregon.



BILYEU AUTOMATIC CHANGE-COMPUTING MACHINE, for Department Stores and all classes of Retail Business. Both amount Purchased and Tendered will be Visibly Registered, Stamped on Sales Slip, Difference Computed and Paid as well as totaled. Now well into the metal and ready for demonstration in 60 to 90 days.

## Computing Coin-Paying Machines Will Revolutionize Present Systems of Handling Money Extracts of Letters From Leading Bankers and Business Men Most Convincing

G. W. H. rd, Los Angeles, Mgr. Burroughs Adding Mach. Co.—"It will meet with a ready sale, and think it should stand up mechanically for many years, which means accuracy and durability to the user."

Ladd & Tilton Bank—"A device as perfect and practicable as yours has long been desired by banks."

Seattle National Bank—"Nothing to equal your machine as a mechanical cashier."

Traders National Bank, Spokane—"It will revolutionize the paying teller's cage."

Portland Chamber of Commerce—"The trustees were convinced of its excellence and consider it perfect in every way."

The Manufacturers' Association of Portland—"After thoroughly testing the cashier, pronounce it to be most perfect in every way."

City Treasurer of Portland—"The machine was operated successfully on our payrolls, and appealed to me as being an infallible record of cash transactions."

Broadway Bank & Trust Co., Los Angeles—"It should prove a wonderful labor-saving device in banks and institutions paying coin."

City Treasurer of Spokane—"After a complete tryout on our payroll, I wish to state it is almost impossible to make a mistake."

The First National Bank of Seattle, Seattle—"It performs all the work claimed for it, and almost every Bank, either large or small, will find them useful in handling their business."

American Bank & Trust Co., of Portland—"It worked perfectly in every test we could devise for it, and we consider it practical in every respect."

First National Bank, San Francisco—"The machine is an excellent one, by far the best of its kind that we have ever seen."

Chief Paymaster, Dept. of the Columbia, U. S. Army—"As it covers any special form of payroll desired, there should be a big demand for the machines."

The Merchants National Bank, of Portland—"The best machine for banks in making change and for paying tellers we have ever seen."

OUR ASSETS (not including patents) are over \$250,000, including Real Estate, Factory and Equipment, Machines and Materials, Cash and Bills Receivable.

OUR BILYEU "CASHIER" has the Strongest Possible Indorsement from the Leading Banks and Paymasters, for Whom it was Designed.

OUR BILYEU "CHANGE COMPUTING MACHINE" section is Working Perfectly. Full-sized Model ready for Demonstration in Sixty to Ninety days.

OUR BILYEU "LIGHTNING CHANGE MAKER," for Pay-as-You-Enter Cars, Theaters, etc., is certainly Doing Its Work Accurately and Lightning Fast.

OUR PRESENT FACTORY is pronounced by Experts one of the Best Equipped on the Coast, Turning out Several Machines per Week. Payroll now over \$2000 per Month.

OUR NEW FACTORY BUILDING IN KENTON is Well Under Way and we expect to Transfer thereto our Present Equipment in Ninety Days.

Small Block of Stock for Sale--Will Pay 100 per cent Annually

Write or See Demonstration at Centennial Exhibit Building

## United States Cashier Company

Manufacturers Computing, Change-Making, Listing, Adding, Coin-Paying Machines  
Frank Menefee, Pres. and General Manager

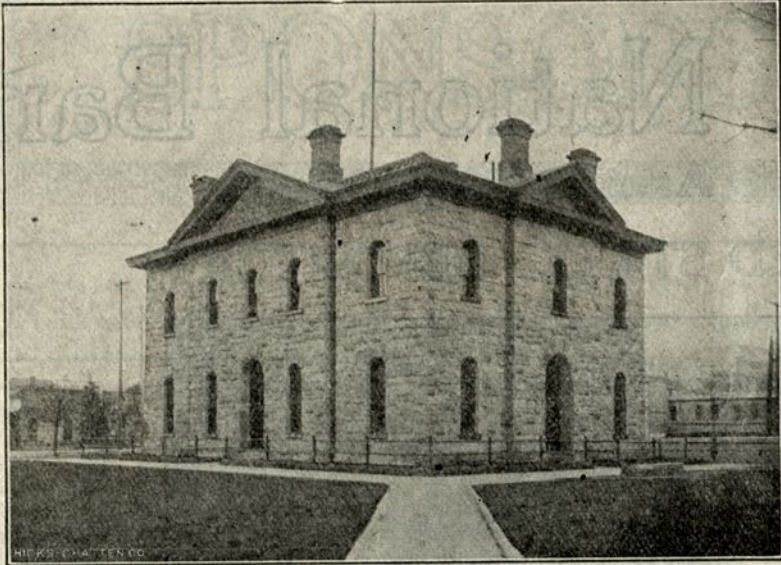
F. M. LeMonn, Sales Manager

Factory E. Oak & Union Av.

General Offices 7th Floor Lewis Bldg., Portland, Ore.

New Factory, Kenton





UNITED STATES FEDERAL BUILDING

## CLIMATIC IDEALS

FOR a germinal, comprehensive, and perfectly reliable description of the Astoria climate, which, of course, stands for the lower Columbia valley and Clatsop County, the remark of a certain well-informed citizen of this place, made the other day, in the course of a dissertation on cream and cream values hereabouts, suits to a fraction, and conveys columns of information within its terse figures. Said he: "You do not have to cool the cream here in summer, nor warm it in winter."

There you have the best and briefest exposition of the neutral and dependable qualities of this climate that can be offered. Within that short compass lies all the range of facts that may be covered by the most elaborate description by pen or word; it fits absolutely, and carries the weight of a sermon.

Climatic conditions in Oregon, and especially in and around Astoria, cannot be surpassed for health and agricultural purposes in any other part of the world. To become aware of this one needs but to consult the

death records of the state and county, and to view exhibits of the state's productions.

The healthy appearance of the native Oregonians and the people who have been in the state any length of time is ample proof of what the climate has done for the natives and what it will do for those who come from other parts of the country. The longevity of the pioneers of Oregon has been a noticeable feature at the yearly gathering of the old-timers who crossed the plains to this rich state.

The people of this section are larger, healthier and more fully developed than in any other part of the west coast states. They are the marvel of tourists from all over the world, many of whom declare that the women, especially, of Oregon, are the handsomest and finest they have seen anywhere in their travels.

The much-boasted climate of California is easily surpassed by the climate of Oregon because there are fewer changes in the atmosphere in a year. The thermometer does not reach as high a point in summer, while the winter months here are

about the same as in middle California. The Japan current along the coast makes the temperature very equable.

The temperature during the summer averages 60 degrees and during the winter it seldom goes below 35 degrees. The consequence is that the gradual change from summer to winter and from winter to summer is hardly noticeable. This section of the coast has the advantage of the inland part of the state in this respect, where the extremes are greater.

The climate is a realized dream of paradise. It is exquisite beyond description or imagination. Among all the climates of the globe, from Arctic to equatorial regions, there is nothing more gloriously perfect. It is utterly unlike the climate of Portland or Tacoma, and other places within a comparatively short distance in the same general region. No blizzards, no tornadoes, no cyclones, and no thunderstorms. No hot weather in the summer and no cold weather in the winter. There is not a day in the year when flannels and light overcoats are not comfortable, or a night, when blankets are not necessary.

And then, although the latitude is the same as frigid Dakota and Nova Scotia, all the ice is manufactured artificially, and flowers bloom in the open air all the year round. Trees and grasses are as green as living emerald in December and January, and the snowy crowns of Mount Hood and Mount St. Helens glisten white and dazzling in July and August. Nowhere on earth is there such a combination of beautiful, healthy atmosphere, and rich natural advantages.

The scenery includes all that is entrancing, picturesque and beautiful—mountain and valley, ocean and majestic rivers, gem-like islands, boundless forests, rugged crags and golden sands; while over all is thrown the translucent glory of a sky as divinely blue and crystalline as ever domed the verdant bowers of primeval Eden. There is not on the whole Atlantic coast, from Newfoundland to Florida,

Everything advantageous to modern civilization is so common in Oregon that the people are prone to normal content. No special feature is announced to the other parts of the country because there are so many and it is undecided which should be given preference.

Strong men and athletes are bred in this section of the country and have gained fame in all parts of the globe. Where feats of strength, endurance and brawn are required there you will find the Oregonian holding his own and some better in numerous contests. The working man of the western section of the state is renowned for his hardihood and staying qualities and it goes without saying that the Columbia River fisherman as a class are the healthiest and strongest on earth.

The peculiar features of the Oregon climate finds its explanation partly in the topography of the country, and partly from the great Japan current of warm water The Kuro Siwo which results from two currents of heated water from the Indian Ocean and the China Sea, the other skirting the east coast of the Philippine Islands, at the northern extremity of which they unite, opposite the Japan Islands.

This united current again divides, its main branch tending northeast, strikes the Oregon coast off the mouth of the Columbia River. The waters of this current near its southern edge is 4.3 degrees hotter than those just outside the current. This vast amount of heat is expended on the coast between Port Oxford and Sitka.

Within a variable distance of a few miles of the sea the coast range of mountains, parallel to the coast line, reaches from the Golden Gate to Vancouver Island, while to the east of this range of mountains and parallel with it runs the Cascade Range, at variable distance of from sixty to one hundred and twenty miles, and between these ranges are the Rogue River, Umpqua and Willamette valleys. These latter are immensely rich



FIRST NATIONAL BANK

and that of the west coast 49 degrees mean annual temperature.

During the summer months the prevailing winds are from the north during the morning hours, but almost every afternoon a strong breeze sets in from the west, directly from the Pacific Ocean, until nightfall, when the breeze turns back from the east. Thus, in every twenty-four hours the winds are disturbed the malarial and septic influence of disease germs, and so diluted them with atmospheric currents that they have no influence whatever.

It seems to be a fact that the western coasts of all continents have a milder climate than the corresponding eastern exposure. In fact, latitude has little to do with local temperature in Oregon. Astoria, at the mouth of the Columbia, has a mean annual temperature of 54 degrees, while a degree further north on Puget Sound has a temperature of 58.9 degrees. Frost never penetrates the ground and it never snows at Astoria.

The thoracic disorders are more serious and fatal than the abdominal. Cholera prevails where the temperature stands at a high grade for a considerable length of time, and proves

fatal where cholera germs luxuriate in a hot and unchanging atmosphere. The climate of Oregon is entirely free from this disease for the simple reason that the germs of this particular form of disease cannot flourish in this mild and antiseptic climate, with its ever-changing current of air drawn freshly from the mild Pacific Ocean, and mixed three times a day with the gentle breezes from the table lands and adjacent coast.

In the past twenty-three years no case of sunstroke, so common in eastern climates, has been recorded in Oregon. Whether there were any before that time is not known as no records were kept, but it is claimed by old pioneers that sunstroke in Oregon is impossible. Yellow fever is also unknown in this climate for the same reason, that is, our mild, warm days are always followed by refreshingly cool nights, which makes the climate destructive to germs, which in constantly hot localities, develop this remarkably fatal malady. And so it has been conclusively proven that the therapeutic climate of Oregon is remarkable in its effects, both as to its prophylactic agencies and its curative effects on all diseases peculiar to the human race.

## LET ME SHOW YOU

LOOK ME UP and POST YOURSELF on the resources of and opportunities in Astoria and Clatsop County

**JAMES FINLAYSON**  
REAL ESTATE, TIMBER LANDS, ETC.  
377 Commercial Street Astoria, Oregon

AGENT FOR  
CANADIAN PACIFIC RAILWAY CO.

CANADIAN PACIFIC STEAMSHIP LINES  
Atlantic and Pacific Service

American Line  
Allen Line  
Anchor Line  
Cunard Line  
Dominion Line

North German Lloyd Line  
French Line  
Hamburg-American Line  
Red Star Line  
White Star Line



HEADQUARTERS ASTORIA FIRE DEPARTMENT

from Halifax to Dry Tortugas, a view comparable with the sublime sweep of the eye over the entrance to the harbor from Fort Canby. No artist could portray on canvas a tenth of the natural beauty of the coast along the country on either side of the Columbia and for a hundred miles up this "Mississippi" of the west.

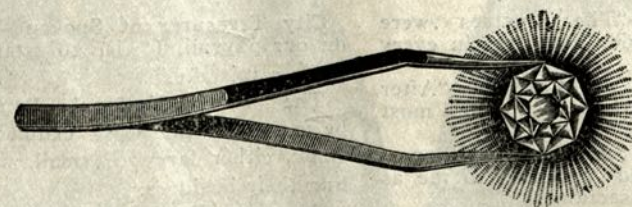
Diseases of the human race which are fostered by the climates of other sections are unknown here, and that scourge of the race, the "white plague" is also an unknown quantity unless an arrival from other parts comes here to regain health and strength. The ozone braggad about so much in some of the middle and southern states has always been in such quantities that the people are used to it and fail to herald to the world a subject which to them is of little moment when it is combined

with so many natural advantages, in agriculture, through the mild climate and fertile soil.

Still further to the east are the high table lands bordering on the Columbia, John Day and Snake Rivers, whose streams water and drain this immense inland empire, while these mountain ranges give direction to the winds and prove barriers to their force. In this vast country there is a variety of climate, modified by fixed degrees of altitude, ranging from the sea level at Astoria and south to Crescent City to an elevation of 4258 feet at Little Meadows, near the Deschutes.

In all this variety of position the mean annual temperature in the northern part of Oregon is 52.4 degrees. The mean annual temperature of the southern part is the same, that of the east part of the state being 48 degrees

## THE STORE OF QUALITY



Diamonds, Hamilton and Howard  
Watches and Solid Gold Chains

**J. H. SEYMOUR**  
Watchmaker and Jeweler

Official Watch Inspector A. & C. R. Ry.  
466 Commercial St. Astoria, Ore.



ASTORIA SAVINGS BANK



CITY HALL, ASTORIA



# FOR THE MAN WHO KNOWS

FOR the man who knows how to make the most of things in his own peculiar line of endeavor, and who is willing to take his chances with a people and country yet full of opportunities of a productive and manufacturing sort, the following statistical facts are reproduced from the latest conclusions reached by the Clatsop County Centennial Commission, and compiled for the enlightenment, interest and aid of the intending investor and homeseeker here. These statistics were gathered by R. C. Lee, the well-known newspaperman and constitute the latest word on all matters touched upon under this head. The Morning Astorian acknowledges its obligation to that commission for the use of these facts, and is doing what it may to assist in heralding them where they will do the most good, not alone to the county and city, but to the "Man Who Knows."

The facts as prepared by Mr. Lee speak for themselves and nearly all the paragraphs at hand tell some story of interest to the "Man Who Knows" without further comment at the hands of this paper. Every man knows what he wants, what he is best capable of handling intelligently and successfully, what he has to invest, and how and where he would like to place his money, energy and time, and there may be in this array just what he is looking for—a fact which will be happily and promptly amplified upon direct inquiry addressed to the commission named for details and locations, terms, or other addenda.

It is the man who knows how that is wanted in this section of the country, along with the man willing to learn how; the field is wide open; there is no congestion here; there is room all over the county for the man of intelligence and courage and capacity for logical development. Clatsop has much to offer, and despite her hundred years of existence, is still remarkably amenable to the initiative of the timberman, lumberman, gardener, dairyman, horticulturist, agriculturist and the specialist generally.

A careful review of the following data will convince the student and investor and man of practical purpose, that there is much to be made here in many lines, and that the lands will be found responsive to the fullest limit of profit has been proven beyond all conceivable doubt. It is merely a question of WHAT is wanted. The rest must be left to the man who knows, and the world over, in all ages, he is the man who has made the most and best of all opportunities. Clatsop promises much, but only to the man of spirit and gumption and character to work out the ends of his chosen existence, and promising, she will pay.

**Apples and Pears.** Apples and pears have never received sufficient attention to demonstrate commercially their value in Clatsop County as a product worthy anyone taking up as a specialty, as in other districts of Oregon. The trees thrive, especially in the upland districts and side hills, and while a few small orchards prove a good adjunct to the general farm, the land has proven, apparently, too valuable for other interests and purposes. It has only been within the last five years that the orchards have been receiving any scientific attention, with the re-

ly; which output costs in wages, and distribute to retailers, the sum of \$30,000, each year.

Boat Building.		
Firms—	Work Value	Labor Paid
Wilson Bros. ....	\$60,000	\$17,500
Frank Smith .....	6,000	2,000
Astoria B. B. Co. . .	18,000	6,000
Driscoll Bros. ....	20,000	8,000
Total .....	\$104,000	\$33,500

**Butter.** But one grade of butter is made in Clatsop County, and it is of unusual high grade tests; some of it is shipped away, while some of the poorer grades are brought in and sold at less than the home product. In actual tests the Clatsop County butter is only equalled by the Eureka, Cal. district, and ranks higher for government export purposes than the famous Elgin, Ill., creamery product. This trade, which pays a premium over the highest market price, is largely held by the Eureka district, but there is no reason why it should not be at least divided with this county.

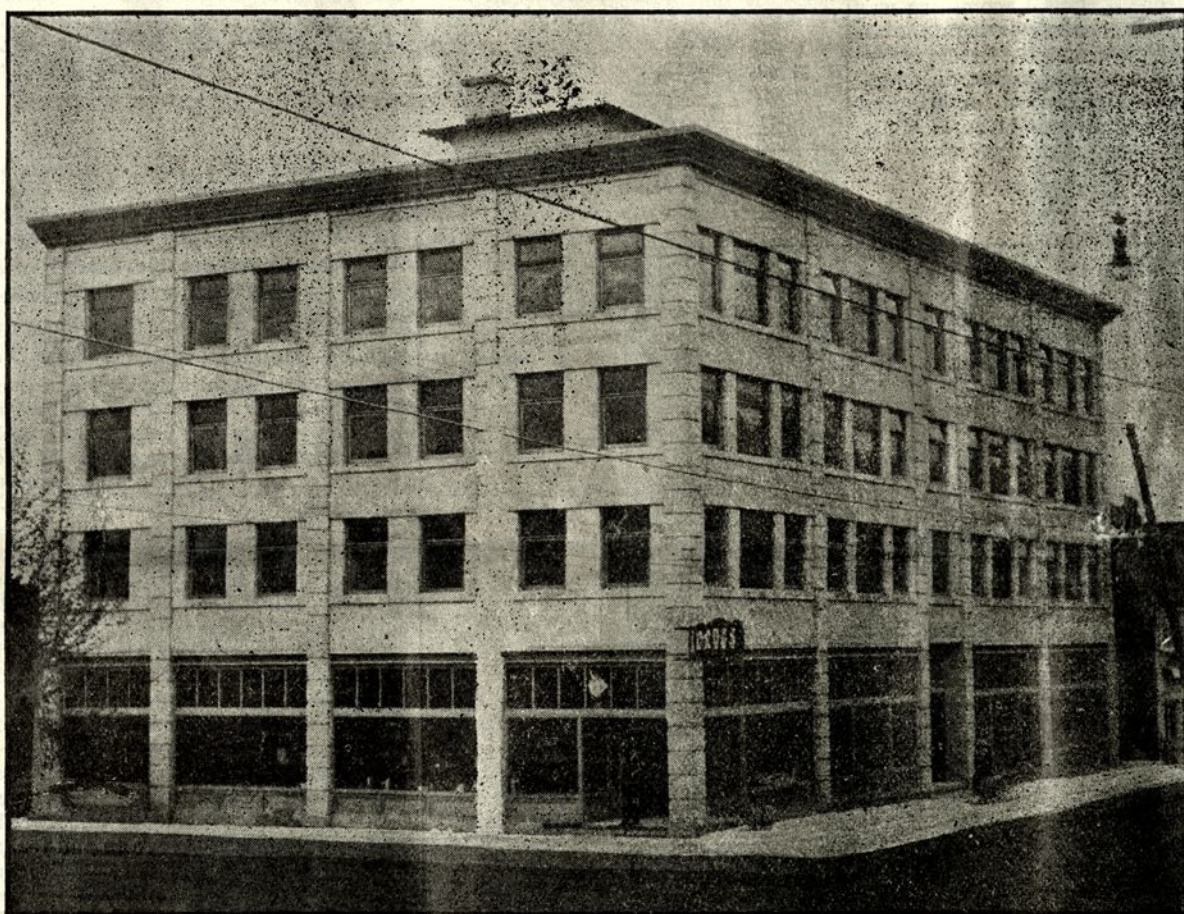
**Business Conditions.** Merchandising of every character and description has proven to be exceptionally profitable in Clatsop County during the past ten years, as the business failures in that period have not exceeded one annually, and in each of the cases the germinal cause has been attributable to personal reasons and not to any general business



ELK'S NEW BUILDING, ASTORIA, OREGON

**Berries.** The upland logged-off lands are composed of soil especially adapted to 80 tons per acre are not uncommon. In the upland districts these crops can be calculated at one-half the above figures, but much better

NEW SPEXARTH BUILDING



STEAM HEATING INSTALLED BY W. C. LAWS &amp; CO.

depression. Such a record is almost unparalleled, and in addition, many farmers have retired with a competency. The banks represent deposits of the growth of berries of all kinds, and with intelligent and intense cultivation, produce enormous crops of the highest qualities. Of strawberries quality may be looked for.

## Churches.

Located in different parts of Clatsop

only nominal value. Butter fat has been found to be too valuable to turn into cheese, while the neighboring country on the south, Tillamook, which is practically of the same character of soil and climate, makes cheese exclusively, at the rate of three and one-half million pounds, valued at \$550,000, per annum, and imports but-

boundaries of the county.

The amount of clams consumed annually is generally figured by the number of boxes, each averaging 22 dozen, and these will total 7,500 boxes. This means that 1,980,000 are dug annually from the Clatsop beaches, but there has never been any apparent diminution of the quantity and, in fact, the bivalve is more plentiful today than ten years ago. Commercially they are worth \$1.25 per box and retail at from 10 to 15 cents per dozen. At Warrenton there is a clam cannery that packs annually about 3,000 cases of wholesale value of \$10 per case and which employs 30 people during the seasons at good wages, some of the diggers making as much as \$10 per day during favorable tides.

## Cranberries.

There are but few places in the United States where cranberries can be grown to advantage, as bog, or peat land is necessary for the initial culture, but there are several thousands of acres of it in Clatsop County entirely undeveloped. Similar land is under cultivation across the Columbia and while it takes several years and considerable expense to prepare for it, the profits justify it. On the Washington shore the yield is from 75 to 100 barrels per acre, and the wholesale price ranges from \$8 to \$17 per barrel. The undeveloped land of this character hereabouts is located on the Clatsop plains, in the lake section, and can be purchased at very reasonable terms considering its ultimate value. It takes, however, fully

three years before any returns may be expected from this culture; but thereafter its maintenance is neither difficult nor expensive and the crops are invariably and absolutely certain.

## Cooperage.

The cooperage consumption annually in this city and county, through its fish products, amounts to 6,000 casks or tierces, 4,000 barrels and 1,000 lesser measures. All of these are manufactured in the county except 1,000 fish barrels. The wages paid for those manufactured here this year amounted to about \$6,000.

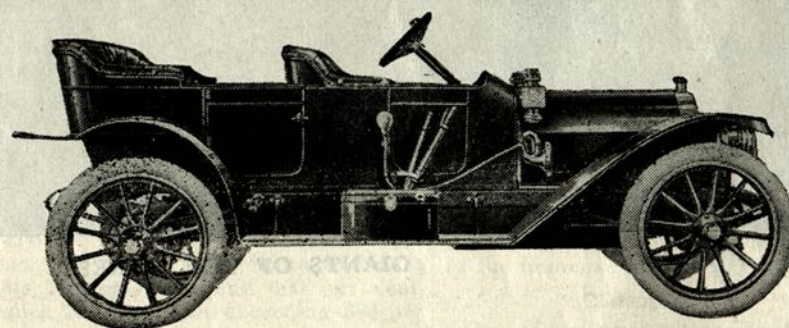
## Flowers.

Flowers of every specie grow with the greatest profusion, the climatic conditions being ideal with the high degree of moisture and the winters never presenting any extremes of low temperature. For the nursery and florist business a more suitable location than Clatsop County could not be found, and the meager extent to which it has been tried has proven very successful.

## Feed and Shorts.

There is consumed annually by the Clatsop County farmers fully 5,000 tons of shorts at an average price of \$25 per ton. None is produced in the county, but its use is found necessary during certain portions of the year and much more would be used if the rutabaga crops were not as profitable.

(Continued on page 26)



LOVELL AUTO CO.

ASTORIA, OREGON

DISTRIBUTORS

Reo, Auburn, Apperson and Winton-Six Cars

For Clatsop and Columbia Counties

Everything for the Auto and the Man

Sales Room  
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Open Day and Night.

AUTOS FOR HIRE

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393  
257

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Ice Cream  
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Astoria Distributor for  
Lowney's Candies

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OREGON

# Who Is Behind Your TITLE?

Was your Abstract prepared by someone whose only recommendation was cheapness?

Or was it compiled by a company who have a complete Abstract Plant, who have thousands of dollars invested and who are financially responsible to the courts—to you if their work is faulty?

**Astoria Abstract Title & Trust Co.**

Abstracters of Titles

Clatsop County

Astoria, Oregon,

**Stands Ready To Make Good These Assurances**

Many people have paid dearly to learn that if they had insisted on, and received in the beginning, a good abstract, prepared by a thoroughly reliable abstract plant, with the financial backing to make its guarantee of value, they would not have experienced the loss of sale and subsequent profit and would not have invited worry and expense.

sult that better apples are produced and at the same time it is found that many parasites so common to orchards farther inland do not exist here at all.

## Beer.

The North Pacific Brewery, the only house in this county and section representing the trade as a factor, manufactures 18,000 barrels annually, one-fourth of which is consumed local-

over \$4,000,000 (four banks) and money is cheap, especially to investors in farming lands that are constantly increasing in value.

## Bottling Works.

The annual product of the bottling works of Clatsop County, four in number, is valued at \$100,000 and supplies all of the lower Columbia River district with soda water and other such beverages.

250 cases can be grown on an acre of Clatsop County (exclusive of the city of Astoria) there are 32 church edifices. These include a wide variety of denominations, with the Lutheran branches being quite the most prominent. In which services are regularly held.

## Carrots.

Some tremendous crops per acre of the different roots are raised in the bottom and tide lands and the averages are: Of carrots, 800 120-pound sacks; turnips, rutabagas and kale, 60

There is but one cheese factory in the county, located in the Lewis & Clark district, and its product is of

## Cheese.

There is but one cheese factory in the county, located in the Lewis & Clark district, and its product is of



CLATSOP COUNTY COURT HOUSE, ASTORIA, OREGON



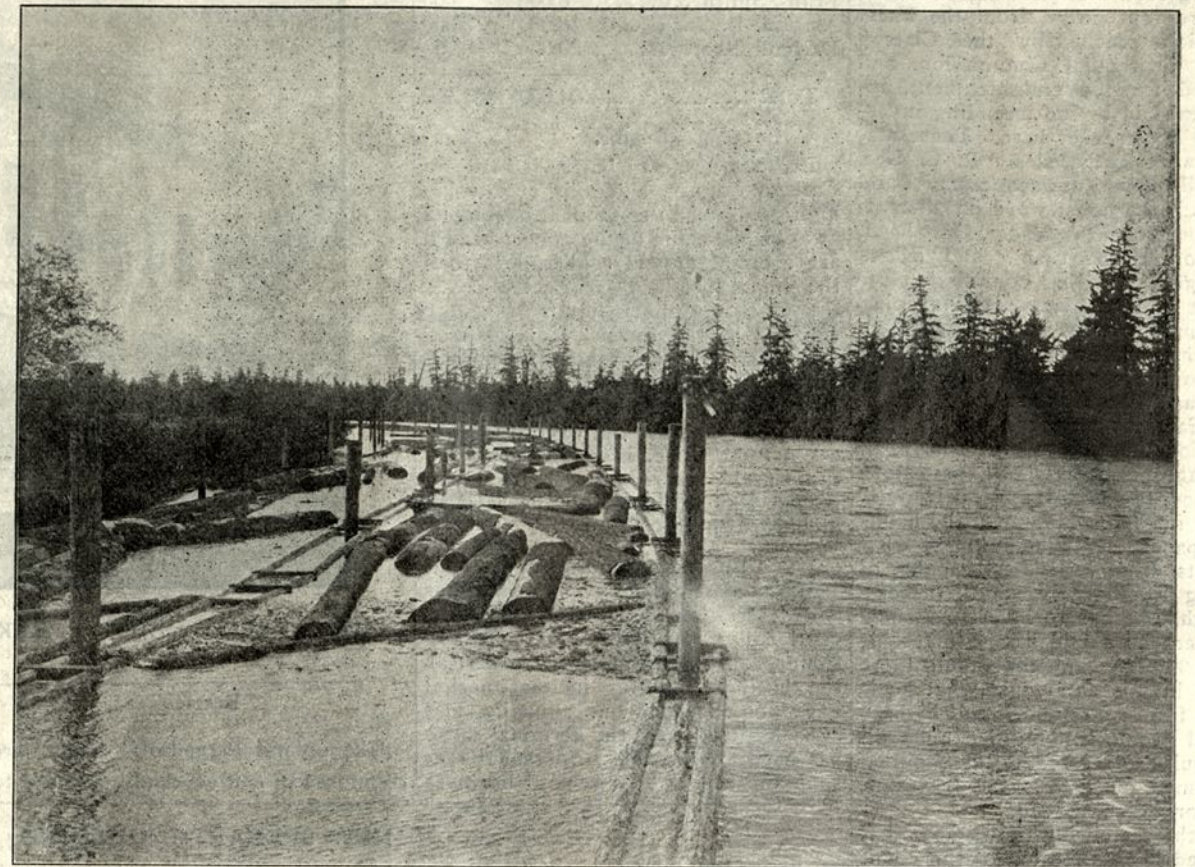
# OREGON'S GREATEST INDUSTRY



GIANTS OF THE FOREST

A good sized tract of timber in this County, the logs being rafted in Blind Slough. The Logging railroad is operated as the "Columbia River Belt Line Railway," and has five miles of standard gauge track laid with 60 lb. rail, including both main line and logging suprs. Diligent effort has been made to get only first-class equipment both for the railroad and in the woods. The accompanying views give a fair idea of the type of locomotive and donkey engines used; the former being a Baldwin Mallet Articulated Locomotive. This Locomotive has proven very satisfactory having been in service continually for one year, and during this interval never has caused any delay to the logging operation even though it negotiated, at a maximum, 26 degrees curves and 8 per cent grades for three months. It is the general policy of the Company, however, not to exceed 15 degrees curves and 5 per cent grades. The Locomotive is an oil burner; total weight of engine and tender 121 1-2 tons, 65 tons on the drivers, and is especially adapted for a road engine.

The Company now has enroute a Baldwin Double End Saddle Tank Locomotive, capable of negotiating 50 degree curves and 8 per cent grades. This Locomotive is said to be the most powerful of its size ever constructed. Total weight of this Locomotive is 61 tons, weight on drivers being 45 tons. This Locomotive was made flexible for requirements of a logging railroad and is designed especially for a switch engine on suprs. The donkey equipment for bringing in logs consists of four 11 by 13 Hume-



BOOM FULL OF LOGS

ONE is safe in asserting without fear of contradiction that the lumber industry of Oregon represents investment of a larger amount of money, employment of more labor, and is of greater importance than any other industry in the State. The operation of converting trees into lumber involves, first, timber ownership, with its requirements of taxation and safe guards to prevent loss by fire; second, logging, requiring services of railroad and specifically designed machinery; third, manufacture requiring sawmills, planing mills, dry kilns, and shipping facilities; fourth, salesmanship, requiring brains and initiative that not only markets the product where demand arises, but also is constantly reaching out and seeking new markets for lumber products.

The lumber industry is frequently called a "game." This "game" has proven of surpassing interest to an army of men who have played according to the rules on a board extending from the Atlantic to the Pacific Coast with varying fortune, but always with keenest interest as the lumber game is not only fascinating but replete with romance and adventure.

At the present time Clatsop County is the scene of such active lumbering, and on account of the heavy stand of timber, say 5 per cent of the stand within the State of Oregon, this activity will continue for many years.

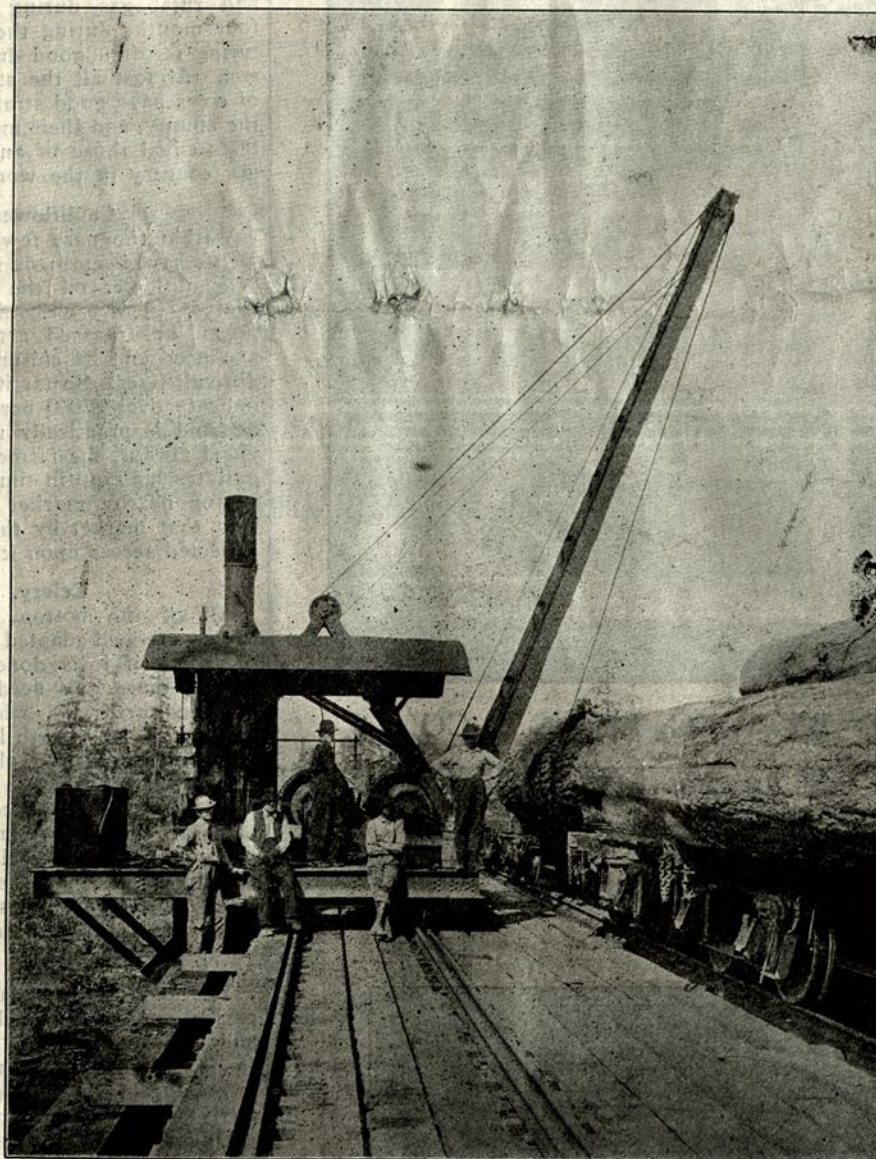
The forests of Clatsop County produce Yellow Fir, Spruce, Hemlock, and Red Cedar, of the finest quality. This timber is rightly considered of special value on account of its accessibility to tide water, rendering possible the most convenient mode of log transportation as well as opportunity to ship the manufactured product by both water and rail; the available markets being practically all parts of the world.

The beginning of logging in Clatsop County was a comparatively simple operation—trees were felled into the water along the edges of the streams and rafted out to the mills. Later it was necessary to get back from the water's edge and ox teams were employed to drag the logs from

the forests over Skid and Pole roads to the landing where they could be rolled into the water. Naturally ground that was level or only slightly rolling was sought for this work, and always with a general downward trend to the water. Rough broken ground had to be skipped; but as the handy timber was cut off and logs became more in demand stream logging engines and wire cables were gradually employed. As timber became less accessible it was necessary to penetrate further into the forests and simple tram-ways to convey the logs were rigged up until finally was evolved the present method of logging, requiring first-class standard gauge railroads and donkey engines and cables of heavy construction, so that today the establishment of a logging camp involves services of first-class Civil Engineers with special training in logging, who first topographically map out the whole tract which it is designed to log and then plan several schemes for operation of a railroad with constant purpose of reducing curves and grades as low as possible to permit best results. After approval by the management of the particular course to pursue, the matter of logging is taken up systematically in accord with the general plan, involving the expenditure of a fortune in equipment and bringing into action practically every feature of mechanical device and ingenuity as well as the establishment of boarding houses, bunk houses, machine shops, round houses, fleet of tow boats and small craft, and railroad rolling stock.

Clatsop County is justly proud of its many up-to-date logging enterprises. Several of these concerns are directly affiliated with sawmill operations, but the larger number are independent industries, the logs being disposed of in the open market to mills to which rafts of logs can be towed. The distribution of Clatsop County logs extends from Portland on the Willamette River, and Vancouver on the Columbia River, down to the sea.

Among this later class of logging concerns is the Whitney Company, Ltd., which is now operating on a



UNLOADING AT BROW SKID.

Yellow Fir is sorted into three grades, Fir No. 1 averages 3100 feet (Clear & Flooring grade); Fir No. 2 averages 1950 feet (Merchantable grade); Fir No. 3 averages 1400 feet (Merchantable & No. 2 grade); the Cedar and Hemlock running smaller reduce the average correspondingly. When it is considered that green Fir timber in the log weighs about 5 lbs to the foot b. m. some realization is gained of the amount of power required to handle these logs.

The Whitney Company has a well appointed machine shop and black smith shop, with steam hammer, turning lathe, radial drill, power hack saw, emery grinders, power grindstone, forges, etc., as well as two 100 light Dynamos for lighting the Camp, and an Ice Machine for cold storage purposes. The Company is working two sides, or rollways. Instead of operating individual camp outfits they have established a central Camp where the entire crew is well housed and cared for, and the men are taken to and from work by train. This gives uniform service to the men and makes possible the carrying out conveniently, and under the supervision of the superintendent, of a Club Room and bathing facilities for the benefit of all the men. The Club Room is 32 by 70 and is provided with files of popular magazines, as well as a Library of 100 volumes comprising history, romance, adventure, fiction and travel, and such games as dominoes, chess, etc., and provides a place where in the long winter evenings Stereopticon views can be shown and Phonographic concerts can be held.

The Bath Room contains 10 shower baths and is evidently very much appreciated by all employees. For the convenience of the men a barber is installed in the Camp, whose services are available in exchange for the usual charges.

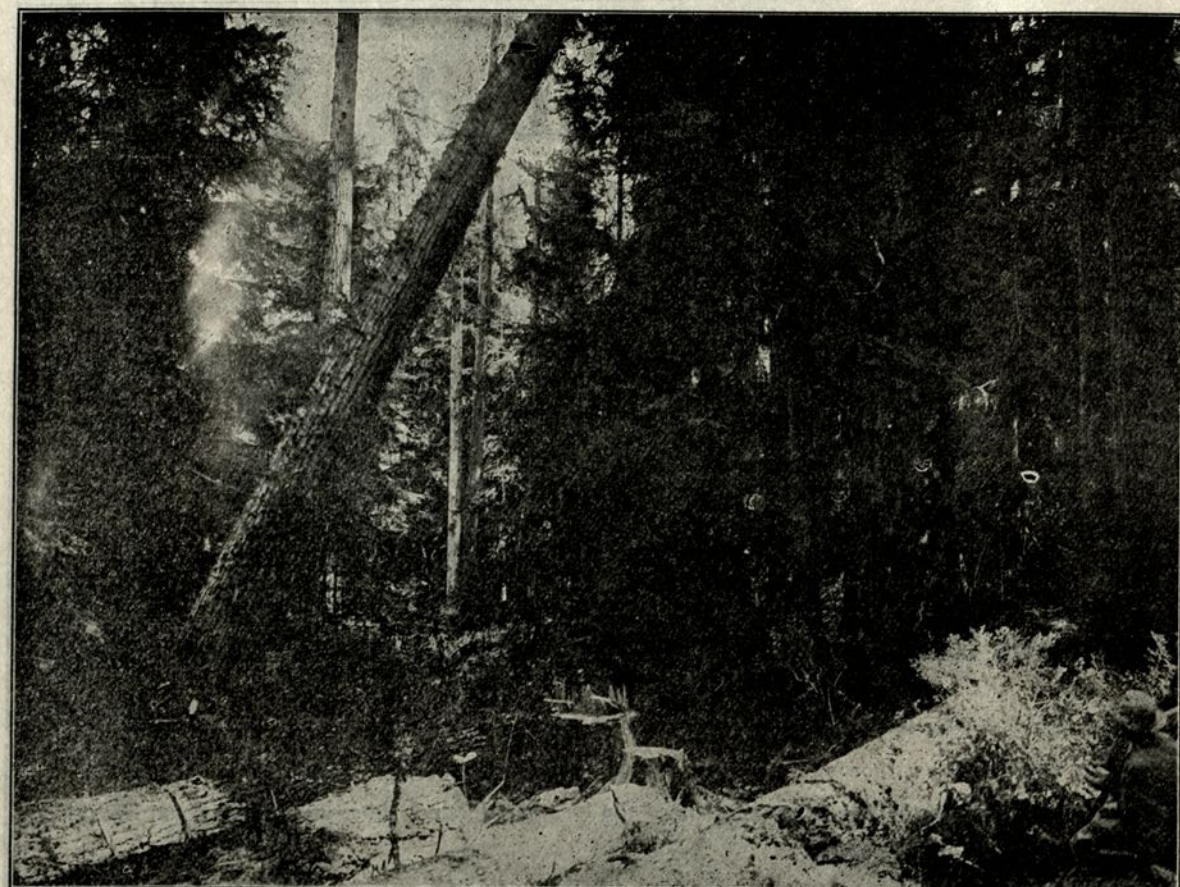
The kitchen and dining room arrangements are first-class and in line with the evident purpose throughout the camp of having things "decently and in order." The cook is white capped and aproned, while the flunk-

ies wear white jackets and aprons and look trim and clean. The kitchen is equipped not only with the usual range, but also with a special baker's oven where pastry and cakes—which are so essential to the happiness of the logger—are prepared. Through the operation of a cold storage plant meat is not only not wasted but is allowed to hang sufficiently to give the boys the benefit of tender and juicy meats.

There are two dining rooms, each 32 by 48 feet, and each seat 120 men; only one is now in regular use, but the other one is ready for over-flow or if the crew was enlarged everything is in readiness for the additional men hired. These dining rooms are so arranged in relation to the kitchen as to simplify serving.

The men are lodged in bunk cars which are so located as to parallel the Club Room and distant therefrom 40 feet making a street between. The cars are equipped with pipe bunks and provided with springs and mattresses without charge. The only restriction is that employees shall be orderly and do their part to keep things clean. For the hook tenders, machinist, blacksmith, locomotive engineers, etc a car has been rigged up with six compartments, each with two bunks where they have their separate quarters, giving them corresponding privacy.

The Camp is provided with two special lavatories ranged in front of the bunk cars in the center of the street. These lavatories are equipped with wash trays and range closets automatically flushed, with sewers running to the Creek giving excellent sanitary conditions. The advantage of exercising care for the welfare of the men is evidenced by the fact that practically no sickness has occurred during the year that the Company has been operating, and the Company considers that the steadiness and good character of the men in their employ fully repays them for the money and thought expended in their effort to provide for the logger's welfare.



A FALLING TREE.

boldt Engines, two of which work tandem; one yarding logs, the other working as a swing snaking the logs to the rollway where they are loaded on Russel logging trucks, with 10' bunks by a specially designed four-drum 8 1-2 by 10 Loading Engine.

The Whitney Company logs Yellow Fir, Spruce, Hemlock, and Red Cedar; making a specialty of long logs ranging from 42 ft. up to 100 ft. long, which average 4,000 feet b. m. each.

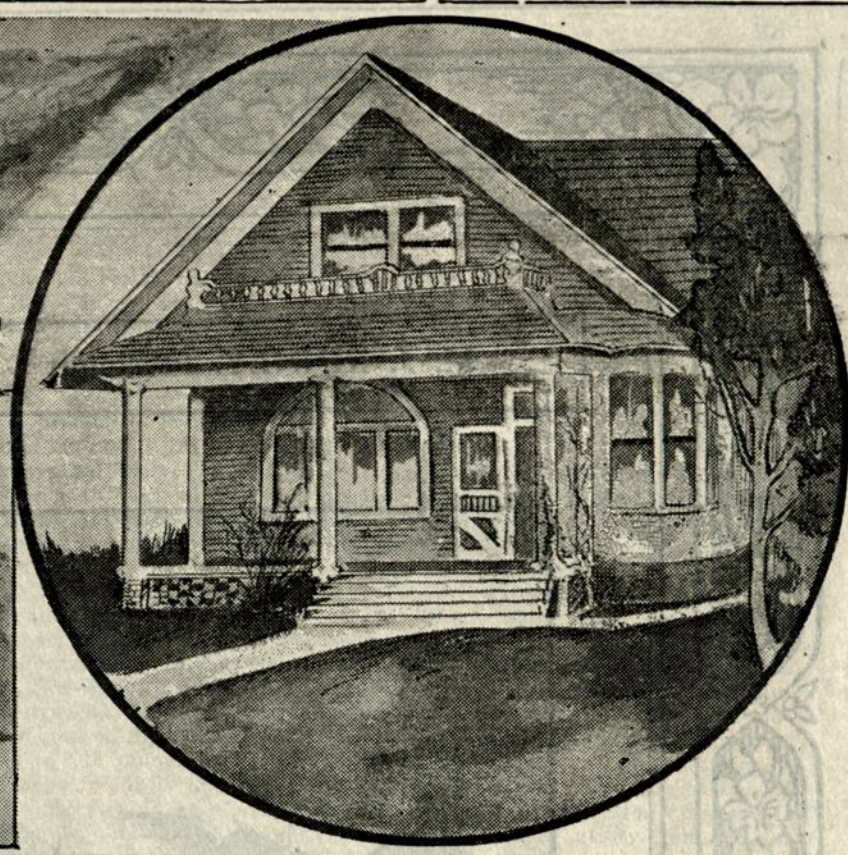
The practicability of the railroad and equipment of the Whitney Company, Ltd., to get out long timber logs is evidenced by the delivery at Astoria, as a present by this Company to the Astoria Centennial, of a perfect Fir Flag pole 220 feet long, 36 inches at butt, and 15 inches at top, which on log scale based on top diameter as usual Spalding scale, measures only 1887 ft. b. m., while based on a mean diameter of 25 inches measures 6177 ft. b. m. contents are 824 cubic feet. It is interesting to know that this 220ft. pole is the tallest known one piece pole in the world, and if set up alongside the ten-story Lewis Building, the Portland head-quarters of the Whitney Company, would tower 92 feet above the top-most crest of the building, which is 123 feet high, and also extend 47 feet above the 45 feet Flag Pole standing on top of the building. This Flag Pole is also 22 ft. taller than the 15 story Yeon Building, which is 198 ft. high.

The regular run of logs average about 1850 feet, including all species; the Spruce averages 2250 feet; the



DONKEY ENGINE YARDER.





WITH practically 700,000 acres of land within its 1080 square miles of territory, Clatsop county, of which Astoria is the county seat, there is today a stand of 375,700 acres of timber, mostly virgin, and holding vast areas of spruce, hemlock, fir, cedar and all woods that find mill and market. It is rated among the finest of the last virgin bodies of the country, and is susceptible of yielding years on years of well paid labor and big commercial profit.

It serves today in the local milling interests as a source of supply and is the vital origin of the great lumber trade for which Astoria is known the world over, her supreme organic industry, which is approached only by one other, the salmon catching and canning interests. And it must be remembered that this lordly tract is but part and parcel of the vaster forests which continue south along the Oregon coasts, and north into Washington, the entire district representing the last and greatest timber resource in America.

The lumbering interests of this section depend and thrive upon the allied and precedent industry of logging, and this business is done, for this territory by the following well-known firms and companies, whose plants and camps are tributary to this port and its mills and to such others as may be construed to be within the radius of the Astoria market, to wit: The Bremner Logging Company of this city, with four miles of railway;

the Colwell & Fowler Logging Company of Astoria, with two and one-half miles; the E. F. Libke interests of this city, with three miles of railway in the Lewis and Clark River country; the Palmer-Libbey Logging Company of Blind Slough, with two miles of road; the Whitney Company, limited, at Albert, with five miles of railway; the Sorenson Logging Company, with six miles of railway into their forest lands; the Benson Logging Company with twelve miles of railway; the Willamette Pulp & Paper Company; the Johnson Logging Company at Knappa; the Peterson & Frye Logging Company of this city; the Warren & Lester Logging Company of Cullaby Lake, in this city; Kelly Brothers, at Blind Slough and Clifton, with four miles of railway, well equipped; the Oregon Timber and Lumber Company, at Parsons, Oregon, with seven miles of railway, and probably the heaviest output of any of the concerns so engaged; the Jennings & McRae Logging Company, with three miles of trackage into the big woods; the O. K. Logging Company, near Bugby; Stevens Brothers of Skamokawa, with a railway projected and now building; the Alger Logging Company, at Skamokawa, with eight miles of railway; the Bell Logging Company, at Deep River, with a railway and several camps, and headquarters at Cathlamet; the Chinook Logging Company, on Deep River, with four miles of railway; the Pacific Logging Company, on Deep River, with eight miles of forest tracks

to serve it; the Gray's Bay Logging Company; the Bagley Logging Company, at Knappa, besides numerous small concerns that make up a wide and busy field of operation in this great line of produce and contribute handsomely to the immense total of logs cut, hauled, floated and boomed at tidewater, whence they are towed to the mill sites all over the lower valley of the Columbia; and Astoria is the common center and depot for supplies and maintenance and for the exchange of the financial elements of the huge and expanding business.

Of the half million acres of assessed land in Clatsop County but few are being cultivated notwithstanding their possibilities for culture with profit; and excepting, of course, the immense tracts of standing timber, which is now its greatest virgin wealth. Of its present cultivated area, all was formerly covered with timber, or was tide-land, both being susceptible of high cultivation with intense results.

The present logged-off lands that have not been prepared for cultivation, amount to fully 25,000 acres, and this amount is increasing annually, and rapidly. These lands can be secured in large or small tracts, on favorable terms at from \$7 to \$25 per acre. Its clearing and preparation for cultivation differs in cost, as to location and character, but the matter of removing the stumps has become a comparatively simple proposition with modern methods to what it was formerly. The present heavy productive districts of Albert, Svenson,



OREGON FIR

Knappa, John Day, on the east, the Nehalem valley, Olney, Walluski, Young's River and the Lewis and Clark River, on the west and south, are all logged-off lands, as are those of the Necanicum and most of the Clatsop plains territory.

The extremely fertile reclaimed tide-lands are worth from \$160 to \$350 per acre, and there still exist thousands of acres to be reclaimed, susceptible of the most profitable cultivation.

Timber lands are, as a rule, held by syndicates, in large bodies, but with all the logging operations in effect, and projected, and increasing widely every year, it is estimated that it will take at least 50 years to appreciably reduce these areas.

Unimproved tide-lands can be reclaimed at an average cost of \$25 per acre, and this expenditure increases its original value full 100 per cent, such first cost not exceeding \$50 per acre.

#### Logging Camps.

	Daily Output
Bremner	60,000 ft.
Colwell & Fowler	50,000 ft.
Johnson	100,000 ft.
Oregon T. & L.	150,000 ft.
Palmer-Libbey	70,000 ft.
Seaside L. & M.	60,000 ft.
Sorenson	120,000 ft.
Whitney	300,000 ft.
Petersen-Frye	20,000 ft.
Western Coöperage	150,000 ft.
Total	1,020,000 ft.

#### Cost of Logging.

The basis for the cost of logging, not figuring stumpage, is altogether, the amount paid labor in getting the logs into tide water. This cost at times differs widely because of the character of the country and the distance they must be taken, but a conservative general average can be placed at \$6 per thousand. So that when the above mentioned camps in Clatsop County are in full operation, which will average over nine months in the year, there is paid out by them daily, for labor, \$6,120.

At the same time the camps on the other side of the river, which are tributary to Clatsop County, are paying daily for labor the sum of \$3,270.

Allowing 25 days per month for these nine months, the amount paid out for labor in the woods will amount to the immense sum of \$2,112,750.

#### Clatsop Mill.

One of the great active concerns of Astoria, in this line, is the Clatsop Mills Company, of which Marshall J. Kinney, formerly of this city, but now of Portland, is president; R. B. Dyer is vice president and general manager, and Herman F. Prael, secretary, and now in its 29th year, of almost uninterrupted operation. The plant occupies 12 acres of waterfront on the Columbia right in the city and gives constant employment to 250 people the year round at a pay cost of \$175,000 per annum.

The annual output of the mills is as

(Continued on Page 23)

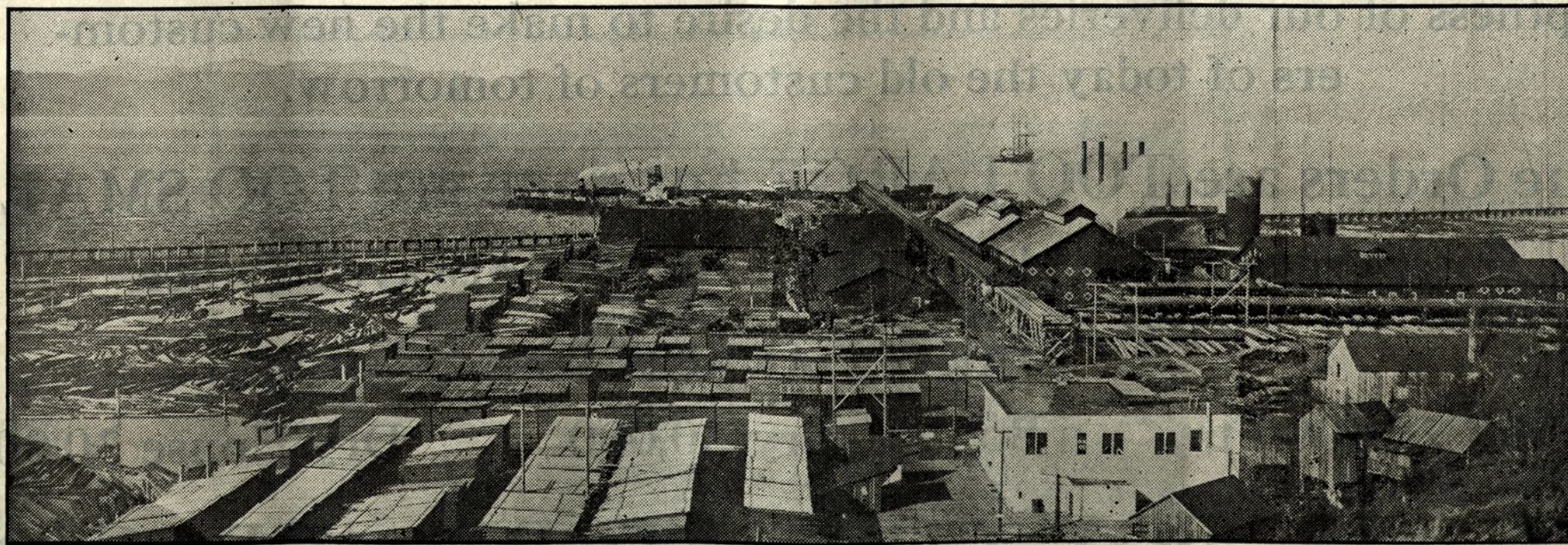
Manufacturers of  
Douglas Fir  
and  
Hemlock Lumber



Shipping Lumber at Astoria—Wharf of Hammond Lumber Company

Annual Shipment  
Eighty Million  
Feet  
Board Measure

Cedar  
Poles



Panoramic View of Mills, Yards, Offices and Water Front of Hammond Lumber Co's, Plant, Astoria, Oregon.

Fir  
Piling

HAMMOND LUMBER COMPANY

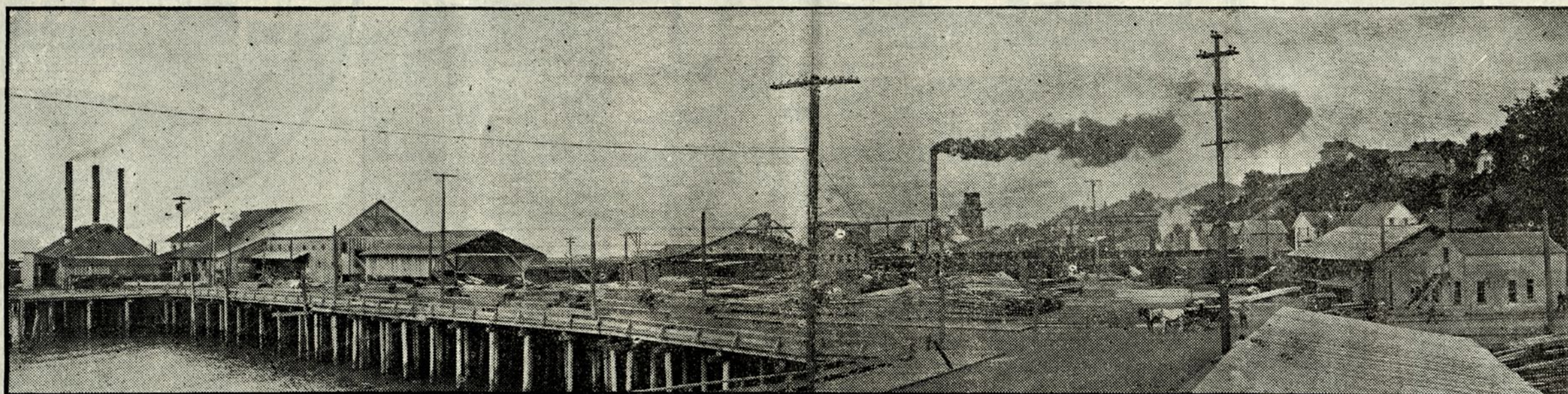
ASTORIA  
OREGON



M. J. KINNEY, President

R. B. DYER, Vice President

H. F. PRAEL, Secretary



Panoramic View of Yards, Offices, Mills, and Wharves of the Clatsop Mill Company, Astoria, Oregon.

Manufacturers of

Oregon Pine and Spruce

Lumber

Cargo

And Rail

Shipments

Spruce

Doors and Sash, Boxes,

Shelving, Flooring and Stepping

A Specialty

# The Clatsop Mill Company

Astoria, Oregon

W. F. McGregor

C. H. Calender

W. P. O'Brien

## For One Hundred Years

John Jacob Astor has been noted as the man who established the first white settlement west of the Rocky Mountains.

## FOR THIRTY-FIVE YEARS

We have been noted for the superior quality of our material--the promptness of our deliveries and the desire to make the new customers of today the old customers of tomorrow.

Some Orders are TOO LARGE but none are TOO SMALL

Fir, Spruce, Hemlock and Cedar Lumber Always In Stock

### DAILY CAPACITY

Saw Mill 70,000 Ft.

Box Factory 30,000

Dry House 30,000

## ASTORIA BOX CO., ASTORIA, OREGON



## FROM FOREST TO BUILDING

(Continued from page 21)

follows: Lumber, 23,000,000 feet, or 90,000 feet per day. Three million feet of this is yarded, and the balance sent East at the rate of 350 cars per annum. Another important phase of the product of this fine plant is 900 windows per day, or 240,000 per annum; and 700 doors per day, or 200,000 per annum; the entire product finding its way to Eastern and Southern markets on 220 cars each year. It also makes and ships about 60 cars per annum of box shooks. It is one of the standard establishments of the city and is run upon the most dependable bases of business known to the milling craft.

## Astoria Box Co.

Another of the big plants, and counted among the "continuous performance" institutions in this trade in Astoria, is the Astoria Box Company, the famous old "McGregor Mill," which now employs 110 to 125 people right through the year, and at a payroll aggregate of \$85,000. The mill saws 65,000 feet per day, or about 14,000,000 feet per annum; besides reducing three and one-half million feet

of this to box shooks annually. Of the annual cut, 4,000,000 feet are sent to the company yards for local marketing and the balance goes to California. The company has about 130,000 logs per annum. The officers of the company are president, W. F. McGregor; general manager, Charles H. Callender, and secretary, W. P. O'Brien. After a quarter of a century of existence this concern is counted as among the stoutest and most reliable houses in the trade.

Probably the smallest of the local milling plants is that of the Astoria Lumber Company, founded in 1904, and now officered by President F. Johansen, Secretary C. B. Allen, and Treasurer A. V. Allen. It is situated in the westerly suburbs of the city and does a fine business locally, and is just on its feet again after a fire which nearly wiped it out of existence. The plant has a capacity of 25,000 feet per day, and is capitalized at \$10,000. It employs 20 people constantly and sustains a payroll of \$1,100 per month, and its output is consumed locally for the most part. The company is now

installing a shingle plant capable of putting out 25,000 shingles per day.

## Hammond Lumber Co.

Astoria enjoys the advantage of having the second of the three great lumbering plants belonging to the Hammond Lumber Company, the largest of which is at Eureka, California, and the smallest at Mill City in this State.

The local plant, including the boom grounds, contains practically 45 acres and the mills have a capacity of 250,000 feet of lumber per day on a ten hour shift, and this may easily be doubled in time of need. Taking into account the employees of the stores and

penditure of money of no mean proportions, and this goes on through the entire year.

The great plant at Tongue Point has been put in most modern and expeditious shape that vast steam and electric powers can attain, and the celerity with which enormous cargoes are handled here is among the interesting sights of the Astoria waterfront. The mills are equipped with two modern band saws, and large gang saw and one horizontal re-saw, together with all the lesser accessories of the business; the electric plant generating 1600 kilowatts constantly. The docks of the company are

being Mr. A. B. Hammond, of New York, whose interests here are in the tried and trained hands of Mr. Geo. M. McLeod who is among the most popular and successful of the Hoo Hoo host of the great Northwest and the Pacific coast generally.

## Astoria Fire Proof

Structurally speaking Astoria is built of wood, not alone her houses of business and her homes, but in a

gallon chemical engine, three straight hose wagons and six hose carts, with 8,000 feet of 2 1/2 inch hose, and 11 horses to move the outfit on call.

A contract has been let for a combination automobile hose and chemical wagon, which is to serve particularly the hill residential district, into which it has always been a problem to get the horse apparatus on time for successful use, though the city has been wonderfully fortunate in covering even this difficult field and has suffered practically no losses there.

Astoria maintains 125 fire hydrants, and has eight miles of fire alarm wire strung throughout her districts, with 19 alarm boxes, gongs and indicators being established at each of the five houses, while at the headquarter building there is a transmission box from which are sent out to the respective services all telephone alarms.

The normal pressure of the water used in fire fighting within the business district is 60 pounds, which is easily increased by automatic valve process to 115 pounds when needed.

The department is under the control of a chief engineer, C. E. Foster, serving now, and for years past, in this very essential post and giving constant and thoroughly satisfactory service at all times during his incumbency.

The city cheerfully spends in the neighborhood of \$25,000 annually for the maintenance of the arm of public service and has always enjoyed a return service for the expenditure amply commensurate with the generous provision since, for the character of her buildings and their number, which approximates 4,000, she has the lowest record of losses known on the Pacific Coast, and for which this people are frankly free to credit the men to whom has been entrusted the safety of the place in this relation.

which is the incontestable excellence of its output which is unrivalled for purity and soundness under the legal requirements of latter-day exaction as well as in the fulfillment of the traditions of the craft of beer-making.

The management of the great property and business is in the hands of W. E. Schimpff who is also the heaviest stock holder and a very practical and able man of affairs to whom the solid expansion of his business upon level and honorable lines, including the prime excellence of its product, is a chief and constant pride and one which keeps the N. P. plant busy from one year to another with a business that is unfailing and always progressing. To him is due the steady application of all modern and model inventions having to do with the improvement of the brewing and the expeditious handling and shipping of the same; he overlooks nothing that may contribute in any way to the amplification and betterment of the work, and the entire system of machinery now in use there shows the last pattern and utility possible to achieve.

The plant occupies several acres of valuable city waterfrontage and every foot of it is used in the interests of the business. There is a cellarge capacity of 25,000 barrels, and the average output of the concern is 20,000 barrels a year, thus ranking it among the heavier sources of supply on this coast. There are from 20 to 25 men in constant employment, and the product goes mostly to Portland and to interior points, while about one fourth of it remains here to meet the local demand. Mr. Schimpff has just added a mechanical double-labelling machine and a power crowning machine, and has other improvements projected for this season, not the least of which, is a new and superior brew, wherewith he intends to mark the Centennial season of Astoria; the brewing of this exceptional product was started last winter and the manager counts himself fortunate in being able to put the perfected brew on the market just about the time the great festival shall open next month. He takes particular pleasure in the announcement that the North Pacific Brewing Company is in sound and flourishing condition this good year of 1911 and he knows of nothing that may mitigate against the steadfast maintenance of that condition for years to come; a conclusion in which they will measurably contribute as the years go by.

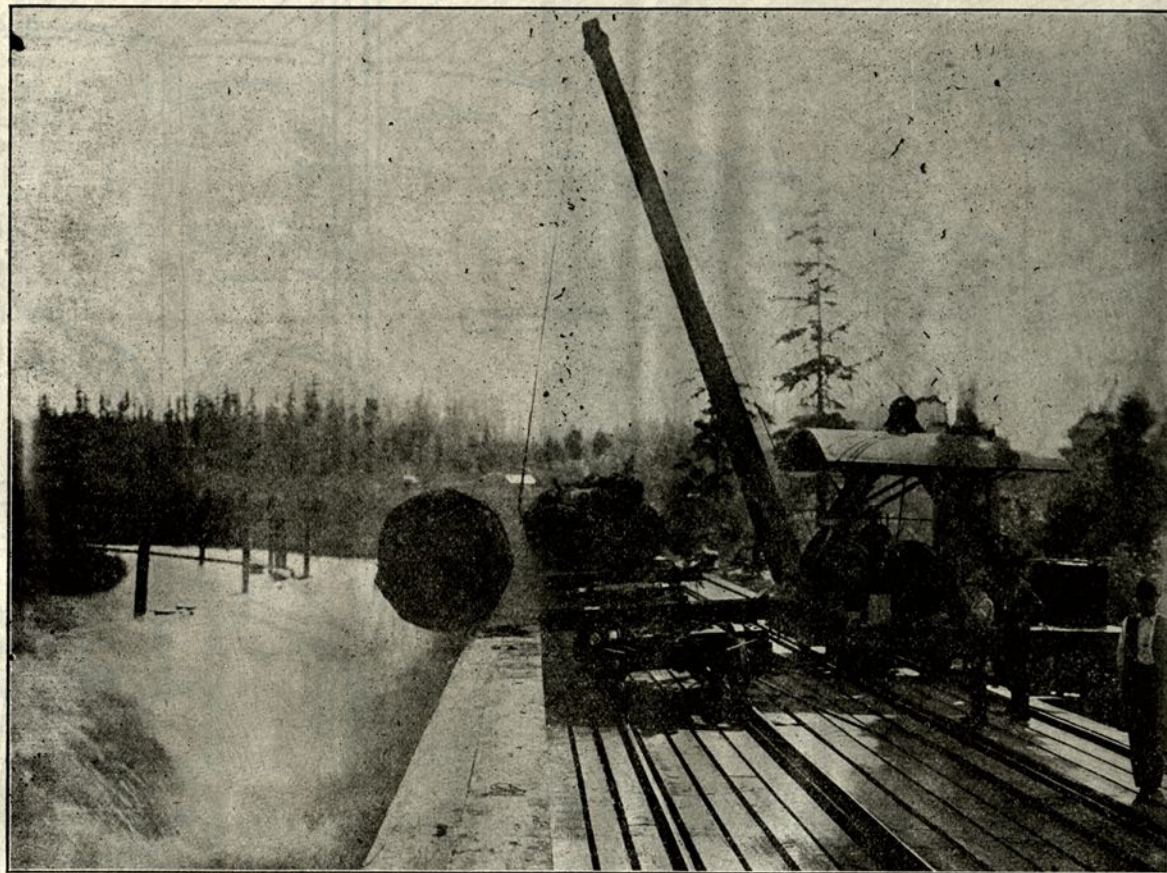
Mr. Schimpff counts himself fortunate in possessing the services of Charles Clase one of the best brewers in this country and a genius in preserving the high standards to which this beer has attained, a fact that weighs notably with the management as well as the tens of thousands of patrons over the country.

## North Pacific

## Brewery

Among the great concerns of Astoria is the fine brewery of the North Pacific Brewing Company, which for the past 16 years has figured here as the sole representative of its trade and traffic, and most happily for all concerned, in the most prosperous and progressive fashion. It capitalized at \$200,000, and is flourishing today amply and commendably upon a basis of steadily developing business and resources which ensures it a perpetuity at once both promising and popular.

The establishment has a payroll of \$30,000 per annum, and it is said that it pays the highest wage scale of any brewery on the Pacific coast if not in America, the basic principle of its administration being the securing of the best service possible in every department, the vivid and valuable result of



"BIG SPLASH"

offices the company has 350 men on its pay-roll and pays out in the neighborhood of 22,500 per month, and with this standard force, the annual output approximates 75,000,000 feet of lumber at a wage cost of \$275,000 per annum.

Of this immense estimate, up to June 1st, of the present year, the company has cut and dispatched 31,500,000 feet, as follows: Foreign, four and one half million feet; coastwise cargoes, 23,000,000 feet; and by rail eastward and to California, four million feet. This huge output has also involved the steady employment of from 15 to 50 longshoremen, and additional ex-

thronged throughout the year with their own ships, the fleet consisting of such fine vessels as the Francis H. Leggett, the General Hubbard, the Geo. W. Fenwick, the Nehalem, and scores of chartered ships running foreign and coastwise; and the loading of these vessels is one of the sights of the times as it is no uncommon thing to place a million feet per day in the holds and on the decks thereof.

The company possesses vast timber resources in this country and in Tillamook, to the south and is rated as one of the greatest institutions in the trade throughout the business world; the dominating spirit of the vast enterprise

great measure her streets, and this condition calls for the best possible protection against fire. To meet this requirement the city has never hesitated to increase her department, when and where the access of service was needed; and today she is served by 28 men, eager, well-trained and faithful, 11 of whom are extra, or call men, but who sleep in the department buildings at night.

There are five fire stations in the city, and the buildings house the following apparatus: Two steam fire engines, one 50-foot extension hook-and-ladder truck, one combination hose and chemical wagon, one double 60-

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TOM LARKIN

## Kalb &amp; Larkin Logging Co.

LOGGERS

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OREGON

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Manufacture  
FIR LUMBER

General Office

713

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Portland,

Oregon



Loading Lumber at the Dock of the Westport Lumber Co.

Mills On

Columbia

River At

Westport

Oregon



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ASTORIA'S GREATEST CLOTHIERS  
AND FURNISHERS.

AGENTS FOR REGAL SHOES AND  
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Ladies' Suits made to order  
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Perfect Fit.  
All wool fabrics

INDIVIDUAL STYLE  
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PRICES THAT ARE O. K.

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PERT SUGGESTIONS.



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Today we are better equipped than ever to handle our trade and by up-to-date and straight forward methods hope to grow with the city.

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"MAKES LIFE'S WALK EASY"



YOU get solid comfort as well as custom style in the new Crossetts. This snappy model is one of the season's "hits." Short vamp, military heel, seven buttons (four of them close together to insure perfect fit over the instep). See all the new Crossett models.

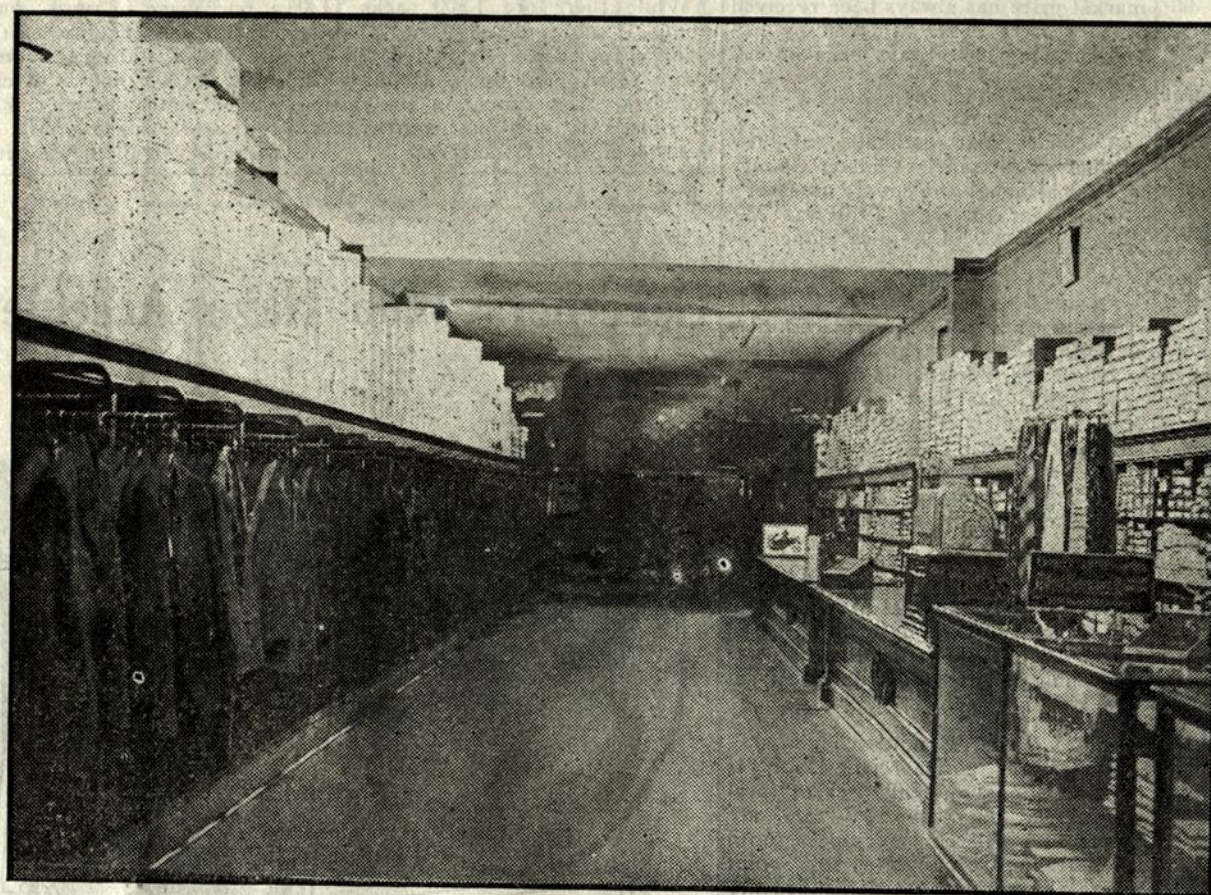
\$4 to \$6 everywhere.

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North Abington, Mass.

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Astoria, Oregon.



INTERIOR VIEW OF JUDD BROTHERS CLOTHING AND FURNISHINGS STORE.

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**Men and Boys**

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Commercial St.

**JUDD BROS.**

Astoria,  
Oregon

**THE TROY WAY  
IS THE RIGHT WAY**

**TROY LAUNDRY**

PHONE 33

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FACILITIES**

**AMPLE  
EQUIPMENT**

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Our New Building Has Made It Possible, So We Have Just Installed a Full Series of Press Machines. This Process Irons Shirts Perfectly and Folds Them Into The Exact Shape of Manufacturer's Design.

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Ladies Shirts  
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and Wool  
\$1.75 to \$5.00

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"The Quality Store"

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shows these and many other well known lines.

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Virginia and Kayser Gloves.

New Novelties in Belts, Neckwear And  
Hand Bags.

"The Best of Everything in the  
Dry Goods Line."

**Tyler Dry Goods Co.**

14th and Commercial Sts. Astoria, Ore.



## FOR THE MAN WHO KNOWS

(Continued from page 19)

## Flour.

On an estimated population of 18,000, and including the summer influx, the consumption of flour is 32,800 barrels annually. A third as much more is shipped from here to points about the mouth of the Columbia River and to Alaska. At the present time no flour is manufactured in the county.

## Garden Truck.

Nearly every kind of garden truck grows in profusion here with proper care and attention, with the home market absorbing all of it and still room and demand for many more times as much as is raised and sold here. Radishes, green onions, green peas, beans, spinach, lettuce cannot be grown to better advantage at any point on the Pacific Coast. Asparagus and tomatoes are now being experimented with and with good results and with sound prospects of their becoming staples. It is only within the past few years that much attention has been given to gardening commercially, but the results obtained on both bottom and uplands indicate that eventually a large portion of the county will be devoted to commercial gardening.

Any of the species of garden truck will net from \$800 to \$1000 per acre and the crops are annually certain, as climatic conditions never interfere with them. The season is more backward than in other sections of the coast and this is an advantage, as the products arrive at their prime at a time when the markets are not overstocked from other sources.

## Game.

There is an abundance of game in different parts of the county, which affords the finest kind of hunting and fishing for sportsmen. The mountainous district abounds in bear, cougar, deer, elk and wild cats, while all the smaller streams contain several varieties of trout, while in the lakes black bass are plentiful. All manner of wild ducks and geese pass during the seasons of migration and in thousands, and snipe shooting is excellent; pheasants, quail and wild pigeon also attract many sportsmen. Not a rattlesnake nor other venomous reptile has ever been seen in the county.

## Hay.

On all the dairying lands of the county between three and four tons of hay is grown to the acre, yet over 2,000 tons are imported annually for the reason that the land is too valuable for grazing to devote to the making of hay. This imported hay sells on an average at \$16 per ton for alfalfa and \$23 per ton for the higher qualities.

## Hops.

That certain parts of the county, at least, are adapted to the cultivation of hops has been proven in the Nehalem Valley and the premium on the market price has always been received as they were never attacked by lice and spraying has always been unnecessary.

## Horses.

A conservative estimate of the number of horses in Clatsop County is 1,500, although the county assessor's estimate for the year 1910 was 239, there being 400 in Astoria alone.

## Honey.

An appreciable amount of honey is raised in Clatsop County for commercial purposes in comparison with what is consumed, but that it can be done at a profit has been shown in the Necanicum district and on the Lewis & Clark River. That better results could be obtained in the upland districts appears certain, but it has not been attempted in any extensive way.

## Irrigation.

The national moisture in this section absolutely removes the necessity and thought of the soil being irrigated for any crop; this being one of Clatsop County's greatest and richest assets.

## Labor Conditions.

Skilled and commercial labor is sufficient to supply all present local conditions, but farm laborers are scarce and will continue to be until small tracts are cultivated to a point where the high wages demanded are possible. (It may be said, also, that labor at the lumbering mills is invariably scarce, even at best offerings.)

## Manufacturing.

One feature of the lumber manufacturing business has received little or no attention, and that is the making good, commercially, of what is known as the offal of the great plants here and hereabout. It runs into hundreds of thousands of feet annually, and could be secured at a small initial cost; and sites for such enterprises can be obtained at slight expense, with the aid of the chamber of commerce.

## Meats.

The daily consumption of fresh meats in Clatsop County amounts to six tons, of which about one-third is raised and killed in the county. Veal and pork consumed is almost exclusively of home production, while there are, practically, no smoked nor pickled meats prepared. George Warren of Warrenton kills annually about 1,000 head of beef cattle and he is the only producer of fresh beef in large quantities.

## Machine Shops.

Following are the prominent ma-

chinese and iron working business firms of Astoria and Clatsop County:	Paid	Labor
Astoria Iron Works..	\$140,000	\$55,000
Seow Bay Foundry..	26,000	9,600
Pacific Iron Works..	30,000	10,000
Total .....	\$196,000	\$74,600

## Onions.

While there are 1,500 sacks (120 pounds) sold annually in Clatsop County, they are all imported, the average retail price being about \$1.75 per sack. Experiment in the raising of onions is now in progress with every indication of success.

## Poultry and Eggs.

The consumption of eggs in Clatsop County during the year 1910 amounted to 40,000 dozen, of which not over 10,000 dozen were produced here. The average retail price during that time was 35 cents per dozen, which is as high an average as was paid on the Pacific Coast. The only district of the county which was not a purchaser of eggs, was the Blind Slough country just east of the city of Astoria. During the same year there were 416,000 pounds of chickens consumed and of which not over 10 per cent were raised in the county. The average retail price for chickens

(dressed for market) was 20 cents per pound.

Those who make a specialty of poultry, few in number, report profitable returns, and while the winter rains necessitate some extra care in cooping them, the moderate temperature and every possibility of feeding fresh growth, wards off many of the diseases so common to dryer sections. As a matter of fact, poultry of this section appears to be immune to the common ailments, as no epidemic has ever affected them.

Domestic ducks and geese grow almost wild, and the latter are very profitable, needing little or no attention, and are great money makers for

the farmers.

## Potatoes.

The consumption of potatoes in Clatsop County annually amounts to fully 50,000 sacks of 120 pounds each, and of this sum not to exceed 10,000 sacks are grown at home, although all of the land is well adapted for their growth. In the bottom lands a conservative estimate is 350 sacks to the acre, and on the uplands 250 sacks per acre, the latter being of the better quality. The average price paid during the past decade by the wholesalers has not been less than \$1.25 per sack, and in some years this has gone as high as \$2.00.

## Rhubarb.

Probably nowhere will rhubarb, or pie plant, grow with such prodigality as on the tide lands of Clatsop County, yet it has only been cultivated in a desultory way, and not of sufficient proportions to establish the culture commercially. During the season the consumption is fully one ton weekly, and the little that is grown at home receives the highest prices. That it would become a profitable crop if grown extensively appears certain. From experiments that have been made it will yield fully three tons to the acre on any of the better class lands of the county.

## Roads and Streets.

During the past 10 years Clatsop County has expended the sum of \$650,000 in the improvement of its roads, and during the same period the City of Astoria has spent \$377,902 on its streets, and other incorporated towns fully \$20,000, which makes a total of \$1,047,902, or over \$100,000 per annum. And the same generous provisions are yet under way and liable to be continued and increased for years to come.

## Secret Societies.

There are in this county at present 42 distinct secret and benevolent societies, and some of these have a number of separate lodges. Farmers' granges are numerous.

## Schools.

In the 33 school districts of Clatsop County, there are 45 school buildings, and the census shows that there are 4,436 children of school age between 4 and 18 years, and of these 2,506 are enrolled.

## Territory Tributary.

The territory on the north bank of the Columbia River, comprising a larger portion of Pacific and Washington Counties in the State of Washington, are directly tributary, commercially, to Clatsop County, and may be considered one of its most valuable assets, as nearly all the business of that territory is transacted in this city and county, and its products, in the main, pass through here. It comprises a population of about 10,000 people who are engaged in logging, fishing and farming.

## Tobacco Factories.

There are manufactured annually in this county 700,000 cigars at a labor expense of \$22 per thousand, or \$15,400. A small quantity of tobacco is grown in the Nehalem Valley south of the city which is consumed there, but while it grows well none of it has been cured with enough care to determine its commercial value.

## Vital Statistics.

The number of deaths of residents of Clatsop County from natural causes, during the year 1910, amounted to 142, which is an exceptionally low rate for a population of 18,000. During the same period there were 242 births in the county. There is no record extant in this county or section

(Continued on page 31)

## Governors Who Have Accepted Invitations to Attend Astoria Centennial



1—Joseph M. Carey, Wyoming; 2—Walter F. Frear, Hawaii; 3—Oswald West, Oregon; 4—Edwin L. Norris, Montana; 5—William E. Glasscock, West Virginia; 6—Charles S. Deneen, Illinois; 7—R. S. Vessey, South Dakota; 8—William Hodges Mann, Virginia; 9—William J. Mills, New Mexico; 10—Lee Cruce, Oklahoma; 11—Simeon E. Baldwin, Connecticut; 12—John K. Tener, Pennsylvania; 13—Cole L. Bleas, South Carolina; 14—Augustus E. Willson, Kentucky; 15—A. O. Eberhart, Minnesota; 16—Ben W. Hooper, Tennessee; 17—Eugene N. Foss, Massachusetts; 18—Chase S. Osborn, Michigan; 19—Hoke Smith, Georgia; 20—John F. Shafroth, Colorado; 21—Chester H. Aldrich, Nebraska; 22—W. W. Kitchin, North Carolina; 23—Judson Harmon, Ohio; 24—Frederick W. Plaisted, Maine; 25—Francis C. McGovern, Wisconsin; 26—Aram J. Pothier, Rhode Island; 27—M. E. Hay, Washington; 28—W. R. Stubbs, Kansas; 29—Albert W. Gilchrist, Florida.

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ASTORIA

## Alfred Saari

Photographer

Phone 892



# CLATSKANIE

## COLUMBIA COUNTY, OREGON



GENERAL VIEW OF CLATSKANIE, THE FOREMOST CITY IN THE NEHALEM VALLEY.

CLATSKANIE is a thriving city of approximately 1,500 people, located along both shores of the Clatskanie river, a stream navigable to river craft, at the western end of Columbia county, Oregon, sixty-three miles west of Portland and thirty-seven miles east of Astoria.

The inhabitants of Clatskanie enjoy practically all the modern conveniences of large cities in the form of local and long distance and rural telephone service. A splendid municipally controlled water system and amply sufficient electric lighting facilities from the local electric plant. And particularly inviting, with all this, houses rent at from five to ten dollars a month.

Of special interest to prospective settlers, Clatskanie boasts of having the most complete high school of any city its size in the State of Oregon. Enrolling a competent faculty of eight teachers and offering a curriculum entailing thorough courses in twelve grades, beside a complete manual training department and gymnasium containing floor space 50 by 100 feet. This institution is absolutely new and modern in every respect, and accommodated near four hundred students during the term just closed. The spiritual welfare of the community is cared for by three churches, Episcopal, Methodist and Presbyterian.

In this vicinity, rich, undeveloped iron, oil and mineral resources invite inspection. The timber supply is almost inexhaustible, and ranging in price from eight to ten dollars per thou. and.

Immediately adjacent to the city are splendid acres of dairying and stock raising country affording plenty of green grass the year around. Irrigation is unnecessary, yet, the rain fall is not excessive and the location—about thirty miles from the ocean—makes for a more moderate and healthful climate, winter and summer. Maximum conditions of either heat or cold are unknown.



Ranch of C. H. Owens near Clatskanie, Oregon, Showing Orchard and Strawberry Patch Set one year ago on Logged-off Up-land.

The general appearance of the city of Clatskanie is one of thrift and aggressiveness, accentuated by good, substantial buildings in the way of a State bank, excellent stores and up-to-date co-operative creamery, hotels and prepossessing residences. And investigation discloses the fact that postal receipts show an exceptionally healthy gain.

Clatskanie is the outlet of the Nehalem Valley, one of the richest agricultural and dairying sections in the State. Fifty-six thousand dollars worth of cream alone was shipped from the valley to Portland via Clatskanie last year.

Climate and soil are especially adapted to the growing of fruits, berries and vegetables. Apples, cherries and strawberries equal Hood River's famous product. One-fifth of an acre in strawberries yielded a product that sold for \$149.53 this spring. Average land will yield 300 bushels of potatoes, 100 bushels of oats or three or four tons of hay to the acre.

Among the many improvements under way one of the most important is the reclamation of 12,000 acres of tide lands by a large company. After diking, this will be divided into small tracts, of which some will be sold, others leased for money, rent or share of crops. This land will be suitable for dairying and truck gardening and when reclaimed will fully equal the delta or tule lands of the San Joaquin Valley, California.

Beside many smaller camps, the Benson Timber Company operates one of the largest plants in the Northwest here. Three hundred men are employed in the busy season. A standard gauge logging railroad extends through the town, and about six miles into a dense forest from which it takes about one-half million feet daily. This company builds large sea-going rafts from part of the timber, five of them containing 5,000,000 feet each, leaving the cradle near this place this season for California.

For Further Information Address the  
Secretary of the Commercial Club

## CLATSKANIE, OREGON



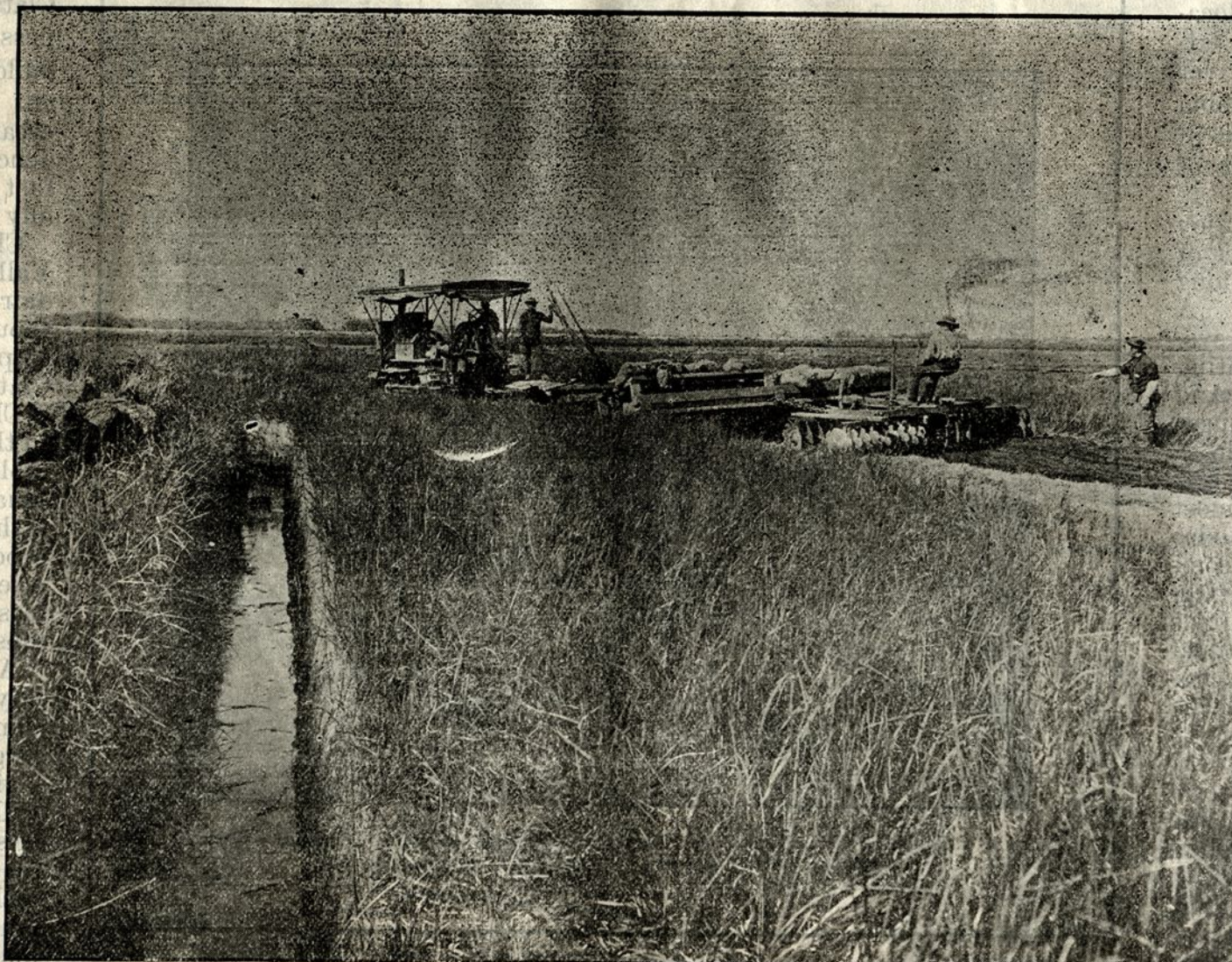
# The World's Richest Agricultural District. CLATSKANIE, OREGON. Swamp



PANORAMIC VIEW SHOWING VAST PROPERTY NOW READY

**M**AKING celery, asparagus, mushrooms and potatoes grow where tules and swamp grass have held sway from time immemorial, is better than producing two blades of grass where there was but one before. Reclaiming 15,000 acres of hopelessly swampy and marshy land, over which the tides and river floods have swept since the Columbia occupied its present bed, is a bigger and better piece of work than putting water on a desert tract.

Down by the town of Clatskanie, 65 miles from Portland, a grimly determined engineer named Richard Brooke Magruder is putting into form the dream of his life. That dream is seeing the 100,000 acres and more of waste swamp land along the Columbia between Portland and Astoria transformed into unspeakably rich gardens. Mr. Magruder is not attacking the entire acreage at once, although the magnitude of the problem would not stagger him for a moment. He is reclaiming now but 15,000 acres, and of this big project, has the satisfaction of seeing 2,500 acres going under cultivation this year. But it is the brilliant success already being realized from the Magruder work at Clatskanie that will establish the precedent for the entire Columbia waste lands, and will some day associate



20th Century Agricultural Methods As Applied at Clatskanie.

the name of Magruder with the whole immense work which should be the homes of tens of thousands of people.

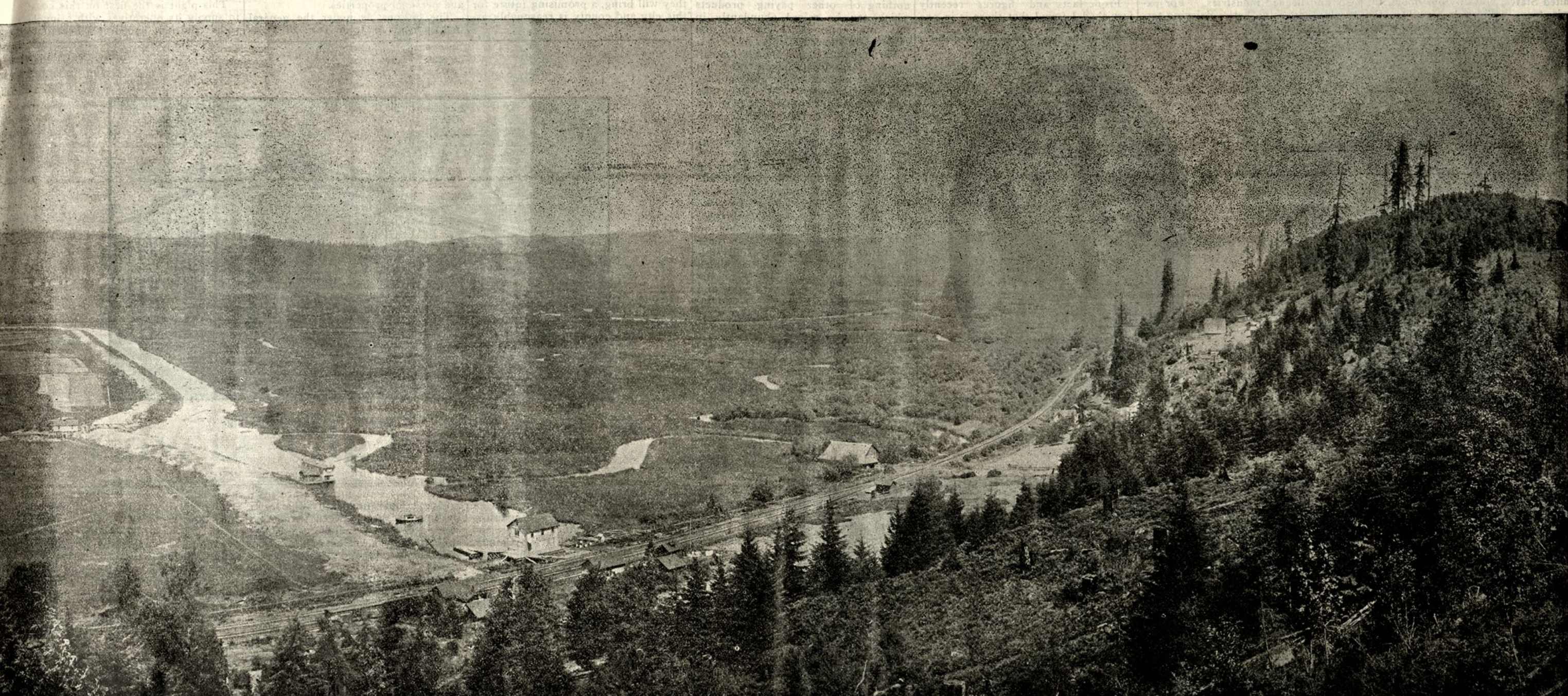
This year 2,500 acres are being put on the market by the Columbia Agricultural Company, which was organized through the energies of Mr. Magruder three years ago. An expenditure of \$360,000 has already been made in the reclamation project. Several times this amount will be put into the work before the whole 15,000 acres are turned into gardens. Two big dredges are at work on the project now, a 40-horsepower caterpillar traction engine is drawing an 80-inch set of gang plows turning the ground reclaimed.

Dise harrows, rollers and drags are put in the wake of the plows, and on the spot where riotous swamp grasses grew a year ago are already to be seen every variety of garden vegetable grown in the north temperate zone. This is the beginning of what promises to be a replica of the famous Sacramento and San Joaquin Valley garden lands, which were reclaimed from the tule marshes, and have become the most famous garden tracts of California. The marvelously rich peat lands along the Sacramento produce the big tubers which the Japanese "Po-

## THE CLATSKANIE

See Exhibits of This Project in the Columbia County Booth  
at the  
Astoria Centennial Exhibit Building, From Aug. 10 to Sept. 9

# The Fertile Columbia River Valley at Lands Being Reclaimed for Gardens.



FOR PROGRESSIVE AND INTENSIVE TILLERS OF THE SOIL.

tato King" has used in dominating the Southern potato market. This same soil is best adapted to celery and asparagus, and is ideal for mushrooms. It will produce any kind of vegetable requiring an intensely rich, friable soil, which may be kept in any stage of moisture demanded.

To reclaim the Clatskanie marshes, great earth dikes or levees are put around large tracts, and through the tracts are excavated deep ditches and main trunk drains, and smaller ones as laterals. In building the dikes, which average 10 feet in height and have a cross section of 400 square feet, a splendid steamboat channel is excavated, which varies in depth from 10 to 20 feet, and has a width sufficient to accommodate any steamboat operating on the Columbia River. On top of the broad dikes are being leveled team highways, by means of which vehicles can be driven to any part of the land, to aid in gathering the product to the boat landing.

No richer land is revealed in any country than the reclaimed marsh districts along the Columbia. It has the same imperishable elements of fertility found in the dike districts of Holland which sustains a population of immense proportions. Excavations being made in the work by Engineer Magruder reveal six to ten feet of soil, black with decomposed organic matter, and car-



Caterpillar Tractor Turning Eighty Inches of Sod at Each Swath.

rying enough silt to give the decayed vegetation deposit body. In the lower levels are found an almost pure peat. On top of this comes a rich layer of sediment from the hills and up river. Then comes a few feet of silt which is a tangle of fibrous matter. It is this top soil which, when turned to the air, quickly rots and gives the gardener the productive element that has no superior. In transportation means, the Columbia Agricultural Company lands have a rare combination of advantages. Around every considerable tract is a canal capable of accommodating any steamboat on the Columbia. Landings will be put at frequent intervals on the levees, and the garden owners will not have to cart more than a quarter to a half-mile at any point to get their produce on a navigable waterway. The line of the Astoria & Columbia River Railway also cuts through the land, giving the best railway facilities.

It is the plan of the company to cut this land into five-acre tracts and sell to gardeners and intensified farmers. Homesites will be provided on the adjacent hills, if required. The Spanton Company, of Portland, Oregon, has been made selling agents for the land, and has begun an active campaign of interesting expert gardeners in the Clatskanie reclaimed district.

## BEAVER DAM LANDS

THE SPANTON CO., Realty Operators  
269 OAK ST. PORTLAND, OREGON



## What Is Needed From the Standpoint of the Chamber of Commerce

By B. F. CRAWSHAW.

Two essential fundamental conditions make for the material success and prosperity of any place or community viz. First, the natural resources and advantages. Second, the industry, intelligence, enterprise and unity of the people. Nature has bountifully provided abundant resources and promising possibilities,—the Great Columbia waterway which drains 1-6 of the area of the United States, flows by our doors, the lands teem with rich fertility, the abundant rains keep the grass green

importance of these two great dominant industries, the agricultural and other interests have been overlooked or neglected. Let these two great prosperous industries continue on magnifying and multiplying and thereby employ still more people, and still further increase the pay-rolls, but at the same time let attention be now more fully directed to the establishment and development of other interests and needed industries. For example, there is no better dairying territory than is found in Clatsop Coun-

ty, yet we are today compelled to go outside for most of our butter and practically all of our cheese, products that could and should be made right here at home, and not merely in quantities sufficient for home consumption, but also for profitable exportation. Tillamook cheese has become famous and yields an immense profit, and yet we have equally as good lands, facilities and conditions as are found there. Clatsop County dairymen admit that a cow costing from \$60 to \$75 and even more will produce that amount net in a year,—one hundred per cent return on the money, and still have the same cow to keep right on repeating the business. A stranger came to the Chamber of Commerce a few months ago and stated he had

two thousand tillable acres at present occupied by eight farmers or dairymen, but which area is amply capable of profitably sustaining twenty farms of one hundred acres each, if fully cleared and the proper methods used to make it highly productive and remunerative; and this is only one instance of which there are many. Is it any wonder therefore that the situation in this county is as it is today?

It is asserted by one who has tried and practically and actually demonstrated the fact, that an acre of the rich tide lands located in this county, if properly cultivated to celery, will net the munificent sum of one thousand dollars per acre. Suppose for argument's sake it should be only half as much, see the splendid profit

there is on an article that we today have to import.

Consider also the strawberry proposition, a subject with which all readers of the Astorian are perfectly familiar, they know how luscious is our prolific home-berry. It has well been said that "God could have made a better berry but he didn't." None better are to be found anywhere than our home product. It is being demonstrated today in more than one place in this county, that an acre of logged-off land under good cultivation and fertilization will net \$350 or more to the acre in strawberries and likewise the logan berry. Here then are three inviting and promising propositions that should appeal to any ambitious tiller of the soil, to say nothing of other paying products which can be raised abundantly in this county for which our soil and climate are so well adapted.

Throughout Oregon the clarion call today is for "More Farmers," and that same idea and sentiment aptly applies to Clatsop county. We have the land, we have the climate, we need the farmer. Let our slogan henceforth be,—the land for the farmer, and the farmer for the land. But conditions should first be made possible for them to acquire the land, by dividing up the larger holdings into moderate sized tracts, say ten or twenty acres, as the party may desire, so as to place them within the reach of the purchaser of average means, also give him an inducement in the way of time payments, a plan that is successfully followed in some other localities which are getting the people, thrifty, desirable people, who come to stay and grow up with the country. Although the first American settlement West of the Rocky Mountains was made one hundred years ago in what is now Clatsop County, it is far behind in the matter of occupation or cultivation. In point of population it is the 15th county in the state having only a population of sixteen thousand one hundred and six. Deducting the population of this city and the towns in the county, there remains about four thousand people in the rest of the county, or one person (whether man woman or child) to every one hundred and sixty acres, instead of there being six or eight families, which is quite possible in many favored localities. This county should, entire, be easily capable of sustaining a total population of one hundred thousand.

Some very needed changes should be made for the benefit of Astoria and this would seem to be a good year to begin. Many examples might be enumerated but a few principal ones, may suffice at this time. Clay, which is found here in large quantities is being taken by barge to Portland 110 miles distant, with the necessary cost of towage, labor, barge-hire etc., then brought back here, converted into brick and tile and sold to our people, who as a result pay three dollars per thousand freight rate for an article

that could and certainly should be produced here, where the natural deposit is found. Rafts of logs are taken to mills up river and the finished product brought back instead of originally being handled and shipped from here. Vegetables, fruits, and the like are brought here regularly from other sections that could be successfully and profitably raised in our own county.

Let this Centennial year signalize the beginning of a new and more prosperous era for a Greater Astoria, which by a united and energetic effort can be brought about.

With more farmers developing the productive but unoccupied lands of this county, and with more mills and manufacturing and the payrolls which they will bring, a promising future for this city and county is reasonably assured.

people to locate here, and assist in establishing new and prosperous industries, and the development of our latent agricultural resources.

### "Next To Godliness"

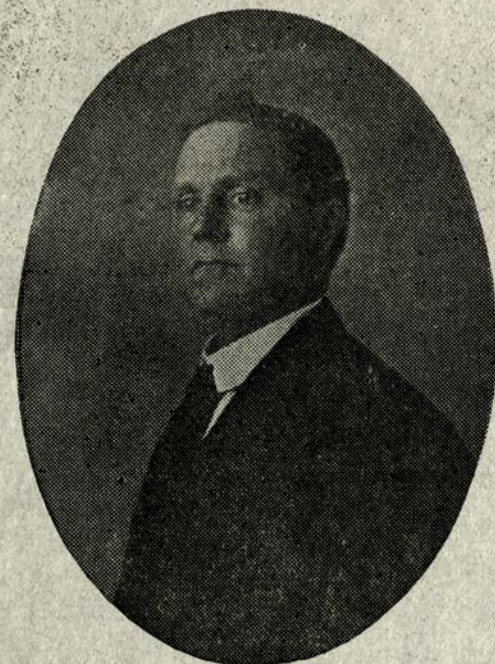
If "cleanliness is next to Godliness" then Astoria stands a fair show to acquire and hold the secondary virtue if the Troy Laundry here can supply it; and from all indications it can. This fine establishment has just emerged from the turmoil of a \$20,000 line of improvement, which places it at the fore-front of its class on the coast for the size of the plant, and brings its present holdings here up to the fine estimate of \$65,000 in real and personal properties.

The business is under the general management of John Tak, of Port-

at a cost of \$500 per week for labor or an average of \$26,000 per annum, all this quite aside from the cost of equipment, maintenance and fuel, which adds materially to the company's output of cash in this city.

The laundry, beside being expanded as much as one third its original scope in buildings, has been equipped with brand new motive power, steam and electric, and by the use of its own six subsidiary motors and its modern steam-husbanding machinery, lights, warms and powers the last room and accessory in the big establishment, and throughout which are placed the latest and best proven devices for the saving of labor and time and money, known to the expert laundries of the world.

This plant is the first on this coast to supply its operatives with a lunch-room; and it is hailed as a benefit to



A. S. Skyles.  
Pres., Chamber of Commerce.



B. F. Crawshaw.  
Sec., Chamber of Commerce.



Astoria's New \$100,000.00 High School Building.

almost continuously, we have a healthful climate, and there is freedom from intense heat and cold,—all of which severally combine to make existing conditions exceptionally favorable. No place possesses all the natural advantages or opportunities, but Astoria can justly lay claim to a large share of them. We are known to the world generally, through the two great industries, timber and fish; which is attested by the fact of there being eighteen billion feet of standing timber in the county, and which, if cut at the rate of two hundred million feet a year, would last for ninety years; and also of the extensive and world renowned salmon industry, amounting to several million dollars annually; and on account of the magnitude and

ty, yet we are today compelled to go outside for most of our butter and practically all of our cheese, products that could and should be made right here at home, and not merely in quantities sufficient for home consumption, but also for profitable exportation. Tillamook cheese has become famous and yields an immense profit, and yet we have equally as good lands, facilities and conditions as are found there. Clatsop County dairymen admit that a cow costing from \$60 to \$75 and even more will produce that amount net in a year,—one hundred per cent return on the money, and still have the same cow to keep right on repeating the business. A stranger came to the Chamber of Commerce a few months ago and stated he had

two thousand tillable acres at present occupied by eight farmers or dairymen, but which area is amply capable of profitably sustaining twenty farms of one hundred acres each, if fully cleared and the proper methods used to make it highly productive and remunerative; and this is only one instance of which there are many. Is it any wonder therefore that the situation in this county is as it is today?

It is asserted by one who has tried and practically and actually demonstrated the fact, that an acre of the rich tide lands located in this county, if properly cultivated to celery, will net the munificent sum of one thousand dollars per acre. Suppose for argument's sake it should be only half as much, see the splendid profit

The Centennial Celebration will bring thousands upon thousands of people to our city, some of whom it is hoped will be constrained to locate and invest in Astoria or Clatsop County, and undoubtedly some of them will, if they are properly looked after. Every public spirited citizen who desires to see some practical permanent benefit secured for this community, should endeavor to do all he can in the way of favorably presenting to the visitors the superior natural advantages and resourceful possibilities of this locality. It is an opportunity which should strongly appeal to every individual so that when the Centennial jubilee is over it will be found that it was the timely means to an end of getting large numbers of desirable

land and the local interests are managed and superintended by Charles E. Burlingame, and between them, they have succeeded in building up a large and satisfactory business that is constantly extending and growing in popularity.

The plant occupies a full quarter block at the southwest corner of Duane and Tenth streets in this city, or about one half the property owned by the company here. The buildings are large, two-story, well lighted and ventilated, and admirably adjusted to the exigencies of the hundred and one details of administration and operation; they are handsomely painted, thoroughly clean, and entirely up-to-date in every particular, and are served by a staff of 50 operatives

both employer and employee. It is equipped with chairs and tables and linen and crockery by the company, which also furnishes coffee, and sugar and the apparatus for cooking coffee, while the operators bring their own substantial edibles and most thoroughly enjoy the things accompanying it at the hands of the management.

The company maintains branches at Long Beach, on the Washington coast and at Seaside, on this county coast, as well as horses and wagons there and in this city, to the number of five, for the collection and delivery of the thousands of consignments entrusted to the house, and from the vast mass of which, only the vaguest and remotest of fraction of loss ever ensues.

# Scow Bay Iron and Brass Works

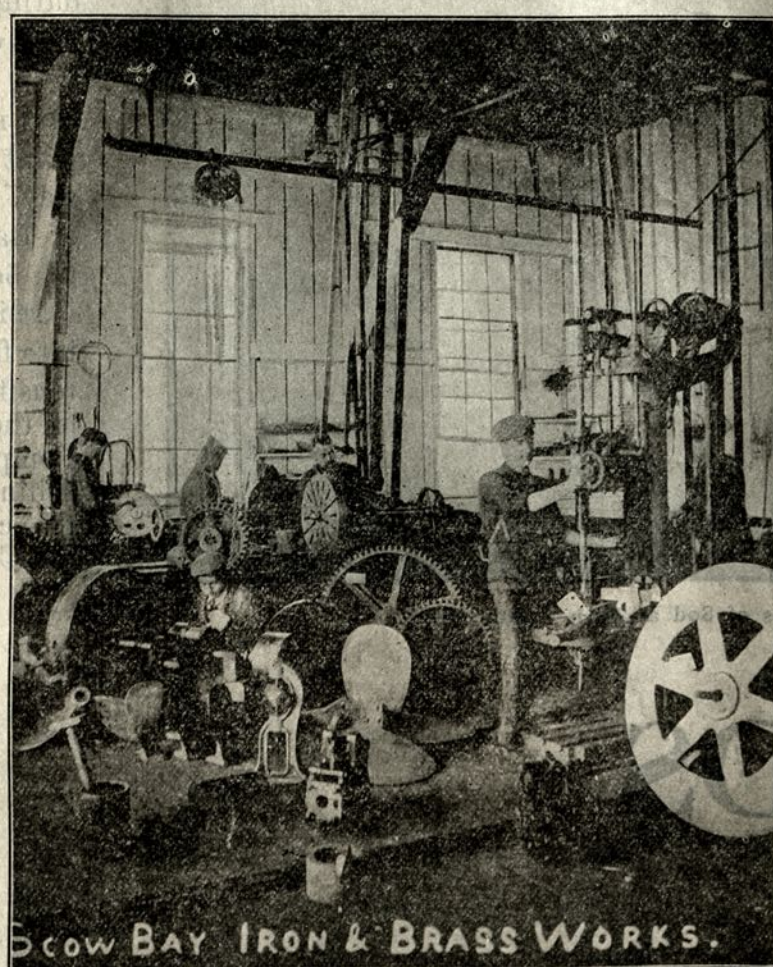
## IRON AND BRASS FOUNDERS

### LAND AND MARINE ENGINEERS

Designers and  
Pattern Makers

Marine  
Saw Mill  
and  
Logging Camp  
Appliances  
Made and  
Repaired

General  
Repairing



Section of Machine Room.



Section of Casting Room.

Automobile  
Department

Agents for  
Apperson  
Auburn and  
Reo Cars  
All equipments carried  
in stock.

Storage Accommodations.  
Cars for Hire

Automobile and Gas  
Engine Repairing  
Open Day and Night

Eighteenth St., and Franklin Ave.

Telephones 257 and 393

ASTORIA, OREGON



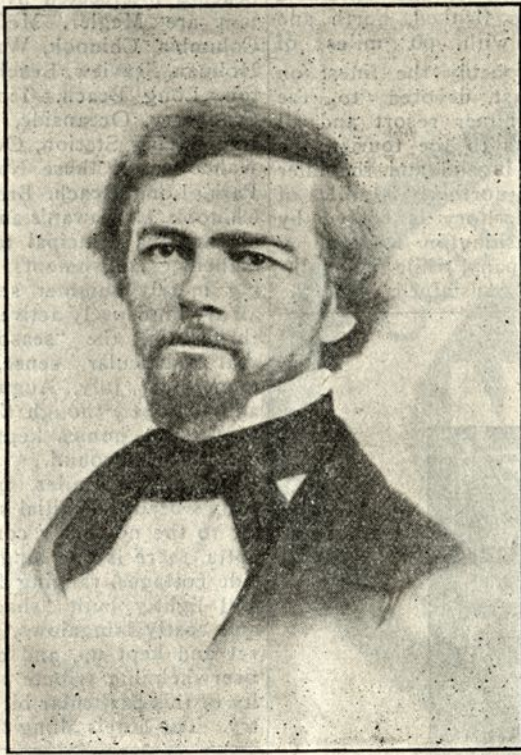
# THE DEFENSES OF THE COLUMBIA

By Lieu't-Col. Stephen M. Foote, U. S. A.

Taken all in all, the defenses at the mouth of the Columbia River are probably as well equipped and up-to-date as those of any harbor in the country. Fort Stevens, Oregon, on the southern side of the entrance is the principal fort, and here is the headquarters of the Artillery District of the Columbia. Fort Canby, Washington, on the northern side of the entrance, and Fort Columbia, Washington, facing the entrance, make up the three forts in the district. The location of these forts is such that an enemy's fleet attempting to enter the river could be simultaneously attacked in front and on both flanks.

Fort Columbia is a new post, while Fort Stevens and Canby date back to 1863. The old fortifications at these two posts, however, are not utilized now, the present batteries all being of modern construction.

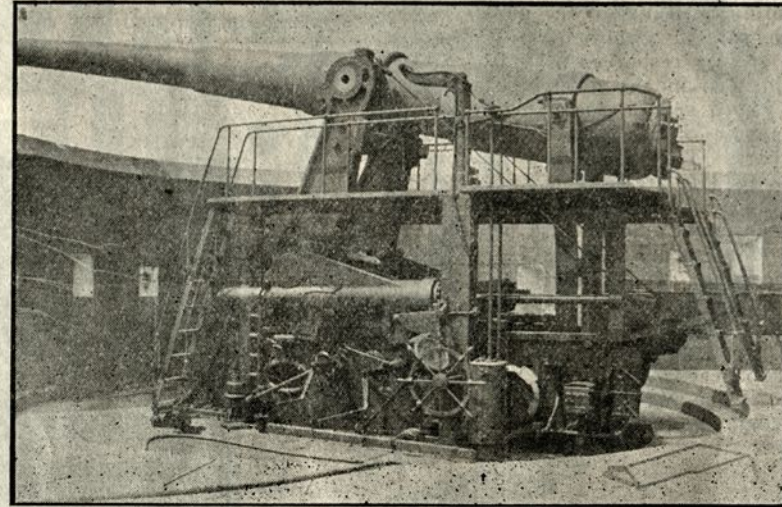
For proper defense against Naval attack a harbor must be provided with a complete system of sub-marine mines, or torpedoes, and with fortifications at the various posts. In these fortifications must be mounted high power guns on disappearing carriages, for the attack of the side armor and upper works of hostile vessels, and smaller guns for attacking torpedo boats, torpedo-boat destroyers and the upper works of any vessel. There should also be mortars, throw-



Maj. Gen. Isaac Ingalls Stevens, U. S. V. for whom Fort Stevens was named.

determine this there is a base line laid out on shore with an angle measuring instrument at each end, and at the battery there is a plotting board on which is laid off the base line, and a line measuring instrument is mounted at each end of the plotted base line. A circular protractor with graduated arms is also mounted on the plotting board with its center in the location of the gun with reference to the base line. It will be readily seen that on the plotting board, by laying off the two angles from the base ends the location of the target will be obtained, and that a graduated arm from the position of the gun will give the range to the target, and that the horizontal angle to the target may be obtained

get will go in both range and across the range during the time it takes the shot to go from the gun to the object fired at, and so forth. Correction has to be made for all these variations and they are made as far as possible by mechanical devices. The detachments to handle these various instruments, as can be readily imagined, must be well trained in their duties. As a matter of fact they are so well trained that all of these operations are performed every fifteen seconds during the time of tracking a vessel. This enables the practically continuous aiming of the gun, as it would be impossible for a vessel to materially alter either its speed or direction within fifteen seconds.



Disappearing Gun in Firing Position.



Maj. Gen. E. R. S. Canby U. S. A. for whom Fort Canby was named.

entrance to the Columbia River. A bill was also introduced in Congress covering the same idea.

Thinking to forestall the Americans in taking military possession of Oregon, the British through the Hudson Bay Company, which had trading posts established all through the northwest, one of their principal posts being at Vancouver, undertook investigations to determine the essential strategic points to be occupied

## For the Man Who Knows

(Continued from page 26)

of death from sunstroke or freezing. A great proportion of the deaths enumerated for last year were due to imported maladies and not to indigenous causes; while fully 10 per cent were caused by drowning, the toll taken in the great fisheries here.

**Water.**  
In all parts of Clatsop County the best of pure and healthful drinking water is obtainable, generally coming down from the mountains in the form of melted snow; and even along the coast it is excellent when taken from driven wells of not over 30 feet, when the communities cannot afford to pipe it from the elevations. The results of this are that typhus and typhoid cases are very rare and are known only where the immediate local conditions are not sanitary.

**Weather.**  
The only weather bureau station in Clatsop County is located in Astoria, and while its records date back 40 years, they are not a true index of weather conditions of the county in general, except as to the annual rainfall, which averages 75.35 inches, and this is practically correct for the section within a radius of 50 miles from the mouth of the Columbia River.

The records show that the mean maximum temperature for the year is 53.7, and the mean minimum temperature 39.3 degrees, while the general average is 50.7. The general average from April 1 to October 1 is 60.5, and from October 1 to April 1, 48.3 degrees. What is generally known as extremely cold weather is never experienced here, and for a long series of years the thermometer has not averaged below 32 degrees more than 11 times.

## Government Expenditures in Clatsop County.

U. S. Army.....	\$190,880
U. S. Engineers.....	201,600
U. S. Marine Hospital.....	1,500
U. S. Immigration Dept.....	3,500
U. S. Quarantine Dept.....	16,000
U. S. Custom House.....	19,557
U. S. Postoffice.....	35,000
U. S. Revenue Cutters.....	32,995
U. S. Light House Estb.....	142,986

Total.....\$644,018

## Flor de Lovera Cigars

Are Made of the Cream of Havana Tobacco, at Tampa, Florida, by the Jose Lovera Company. If you haven't smoked a Lovera you haven't smoked the best. Better try one now. Grand Prize Gold Medal awarded by Alaska Yukon-Pacific-Exposition.

A. J. Taylor, Resident Agent

WM. MADISON, Local Distributor.

Schwabacher Bros. & Co. Inc.

General Northwestern Distributors....

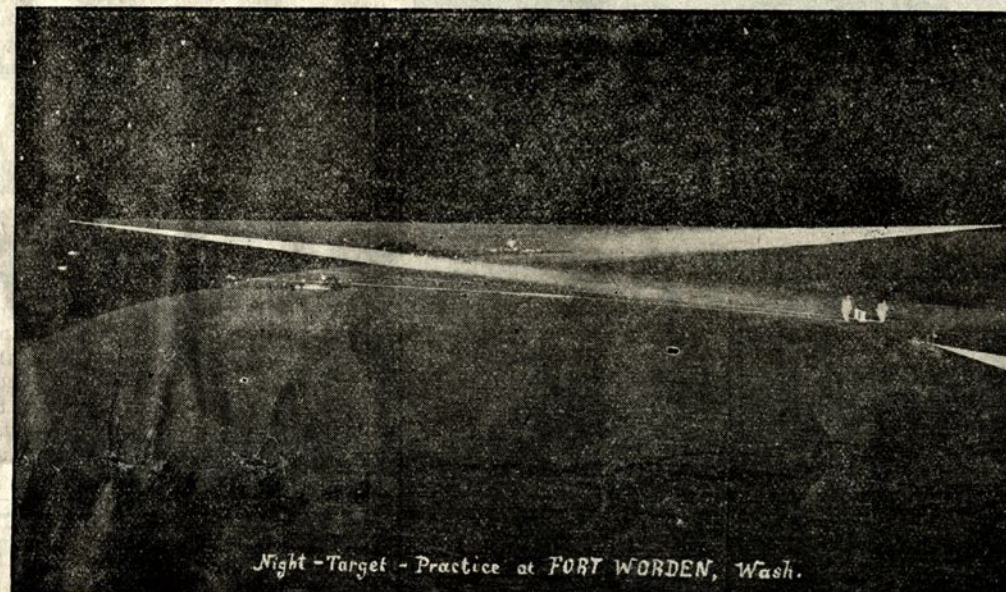
ing enormous projectiles to a great height with the object of attacking the deck of warships. The idea is by these various means to attack the sides, the decks, and the under water hull.

A disappearing carriage is a wonderful piece of machinery, which operates in such a way that the gun, crew and ammunition are protected from hostile fire behind the parapet while the gun is being loaded and aimed. It is quickly placed in the firing position above the parapet, being exposed only a few seconds, returning automatically to its loading position behind the parapet at the instant of being fired. The only member of the crew who is exposed at the position of the gun is the gun-pointer. The general idea of the working of disappearing carriages is this: a perpendicular lever has the gun mounted at the upper end, a heavy weight attached to the lower, and is pivoted in the middle. When the gun is fired it goes back and down, carrying up the weight at the lower end of the lever. This weight is caught by a pawl and ratchet. As soon as the gun is loaded and ready for firing the pawl is released and the weight descending carries the gun up to the firing position.

These guns can be fired at all ranges up to eight or nine miles. Of course in order to aim a gun at these great distances it is necessary to know the range pretty accurately. To

also. This is the general idea, but of course there are a great many other things to be considered besides getting the exact distance and angle to the target. For instance the effect of the wind upon the range and deflection of the projectile, the speed of the target, or the distance the tar-

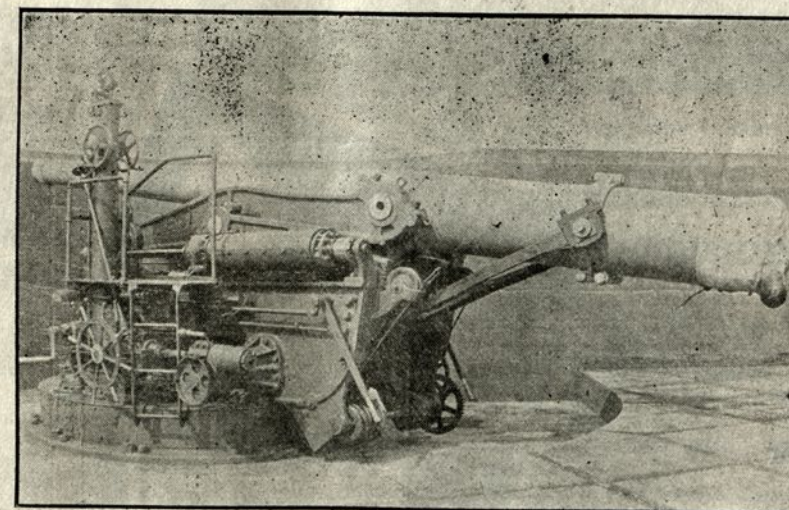
For night work there are a number of powerful searchlights provided for illuminating the harbor entrance. All the observing instruments, sights and sighting scales, all gun platforms and magazines are provided with suitable lights so shaded as to show no light from the front. So that within the



Night Target Practice with aid of Searchlights.

range of the searchlights guns can be fired at night almost as readily as in the day time. Of course fog materially reduces the effective range of a searchlight. At the same time fog

With this object in view, in the spring of 1845, they sent two officers from the British forces stationed in Canada, on a secret mission. These officers were Lieutenant



Disappearing Gun in Loading Position.

increases the dangers of navigation. Many people have an idea that Fort Canby and Fort Stevens are ancient fortifications. As a matter of fact the land for these forts was not set apart for military purposes until 1852, and the works were not begun until July, 1863. Three batteries were constructed at Fort Canby, which was then known as Cape Disappointment, and a small enclosed fort was constructed at Fort Stevens. All of these works were furnished with smooth bore guns of various calibers, the armament being increased in 1866 and 1867 by a few rifled guns and some heavy smooth bores. All of these old guns and carriages were sold for old iron, and taken away during the construction of the modern works, eight or ten years ago. The new works at Fort Stevens were begun in 1896, those at Fort Columbia a little later, and those at Fort Canby still later.

The first proposition to fortify the mouth of the Columbia River came almost simultaneously from the British and American governments. This was during the American occupation in the year 1845. It will be remembered that in the Presidential campaign of 1844 the American claims were that we should have the Pacific coast as far north as the Russian boundary, and that one of the political slogans of the campaign was "Fifty-four Forty or Fight."

President Polk in his inaugural address, March 4, 1845, recommended the construction of fortifications at Cape Disappointment to control the

H. J. Warre, Aid-de-camp to the Commander of the British forces in Canada, and Lieutenant M. Vavasour of the Royal Engineers. These officers came out pretending to be gentlemen traveling and hunting. They visited the mouth of the Columbia River and made a report in which they recommended mounting three batteries at Cape Disappointment, commanding the main channel, which at that time ran close under the promontory. They also recommended the mounting of a battery at Tongue Point to command the main channel there. The British went so far as to purchase Cape Disappointment from the American citizens who then owned it. These plans of the British came to naught, and a few years later the United States came into undisputed possession of the entire coast as far north as the forty-ninth parallel.

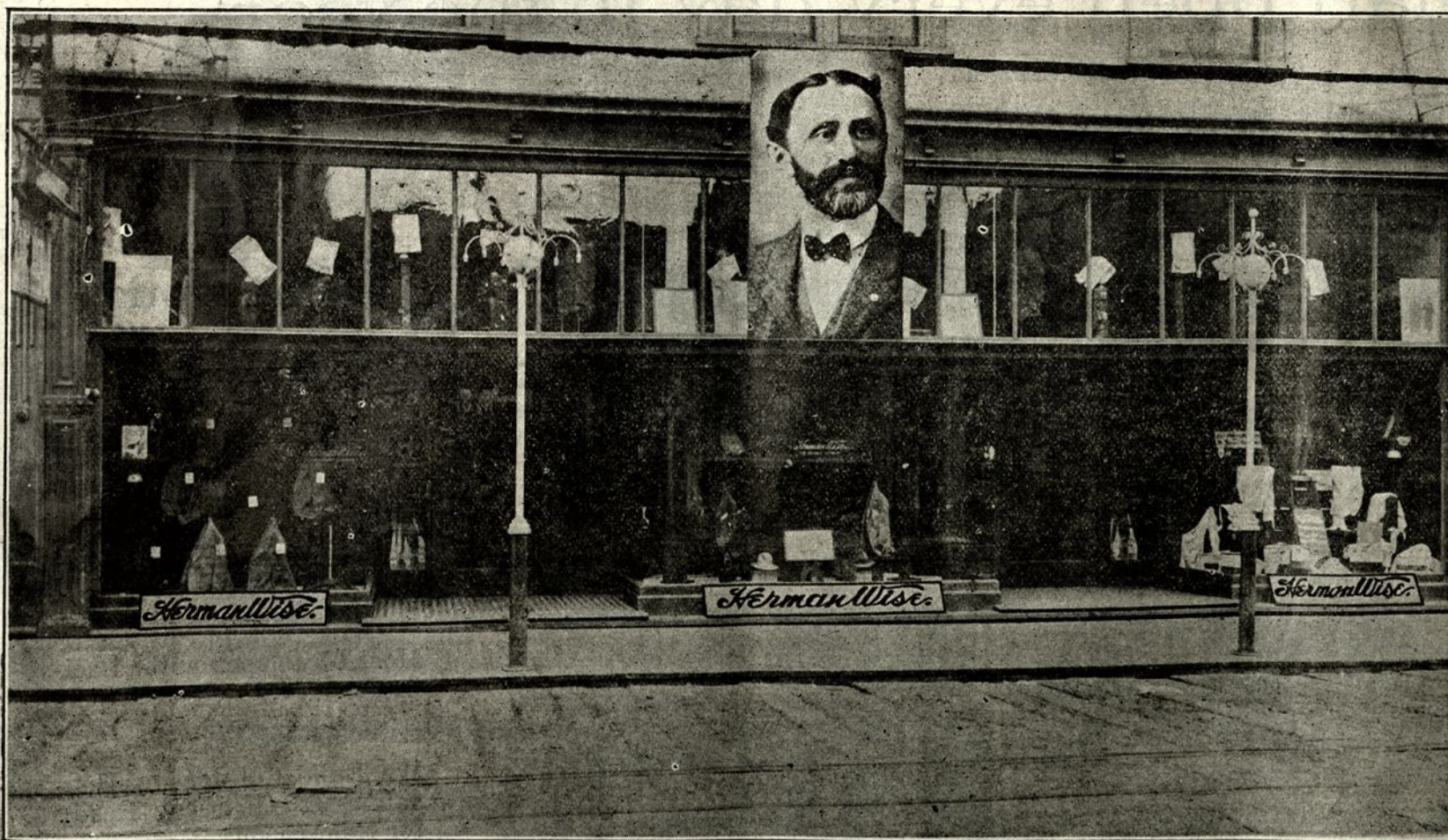
In 1852 the reservations at Point Adams and Cape Disappointment were set apart by the United States government. The reservation at Chinook Point, or Scarboro Head, where Fort Columbia is now located, was set apart in 1864.

The post at Point Adams was given the name of Fort Stevens in 1864, being named for Isaac Ingalls Stevens, who graduated from the United States Military Academy at West Point in 1839, and went into the United States Engineer Corps. He served in the war with Mexico, where he was breveted Captain and Major for gallant conduct. After the war he resumed

(Continued on page 38)



Explosion of a Sub-Marine Mine.



ASTORIA'S LEADING MEN'S SHOP.

## Here are a Few of Mr. Wise's Mottoes:

You can't look "FOOLISH" in a "WISE" Suit.

Piano Numbers free to WISE'S customers.

WISE Suits pressed Free for Six Months.

And why does Mrs. ——— make her hubby trade with

WISE? Because John Jacob Ast---er

Stein-Bloch Smart Clothes  
L System College Clothes  
Knox and Gordon Hats.  
Hull Detachable Umbrellas  
Genuine "Holeproof" Hosiery

HE  
HER  
HERMAN

WISE  
RELIABLE CLOTHIER  
AND HATTER.



## GEARHART BY-THE-SEA

THIS is the name by which it will be safe to conjure all the ideal pleasures of a perfectly modern summer resort in a very short while, it being even now possible to realize magnificently upon the final and perfect prospect.

At the instance of the Gearhart Syndicate of Portland, of which O. W. Taylor is president, and of which President E. J. Daley of the Title & Trust Company of that city is a leading factor, the 800-acre realm constituting the beautiful properties of Gearhart are being subjected to a course of development which means the acme of coast hotel service on the upper Pacific. The plans of the syndicate are vast and unified and will progress steadily to a fulfillment which will give this place the lead in such ventures and make the name of Oregon and Clatsop County famous and dependable. Hundreds of thousands of dollars are to be spent in the enterprise and from the initial outlay and present results something of the great scheme may be estimated.

Of the main tract, with its varied and beautiful landscape and water-

housed and entertained in the hotels and cottages of the system. Two hundred acres are to be turned into a superb woodland park with all the sylvan attractions and technical accessories incident to its artistic unfoldment, and the balance of the grounds will be given over to lawns, drives, walks, streets and to the utilities of the public and private service indispensable from such an undertaking; the whole to be carried out under the ethics and practices of the most modern and model use and embellishment. Attraction, comfort, convenience are the cardinal aims of the men who are building this mecca and the ideal in each of these is to be attained.

At the very ocean's edge, conspicuous by land and sea for its style and expanse, stands the new hotel building, a 150-room house, with wide and deep verandas; with great, lofty, well lighted offices and corridors and open spaces, done in white and terra cotta tints on the interior, a picture, in and out, of easy, inviting, lounging comfort which is the sign-manual of the present-century house of enter-

links in America.

On the south the hotel grounds are lined by the main street of the settlement; the boulevard running from the sea and the hotel five-eighths of a mile, as straight as an arrow, broad and commodious, to the cozy depot in the woods, with its telegraph, baggage and express equipment, and its 300-foot waiting shed. Upon this thoroughfare are already situated such stores and shops as are needed for the ordinary wants of the guests and which will be amplified by others with greater resources in time. And conspicuous in the groupings is the new \$3,000 school house erected by the people of the school district of Gearhart. The company's improvements to date are notable and give a good idea of all that is intended in this line; chief among them being the 1,500-foot embankment in front, and to the south of the hotel, to protect it from the wear of the greater tides, which in the winters run grandly, but not necessarily dangerous, on the Clatsop beaches. Another fine investment is the water plant provided by the company for all manner of serv-

of hydraulics for the reduction of the sand dunes on the place, six acres of which have already been eliminated, and so successfully as to warrant the immediate and steady prosecution of the plan. The water is pure mountain water, and no more may be said for it.

With a beach 16 miles in length and 1,000 feet wide, little is left to be desired for riding, driving, bathing, picnicking and this with all the furnishings of a complete livery and a fine garage, is rendered one of the admirable features of the long list of delightful indulgences at Gearhart. It is proposed to utilize this magnificent highway for the great automobile meets of the northwest, and every appointment will be provided for the care of private cars. The Portland Riding School is to have permanent summer quarters at the park, and the long and beautiful sea and mountain roads in all directions will be made use of—Elk Creek, Cannon Beach, Necanic Mountain and the famous

## Sixty Miles of Beaches

THE mouth of the Columbia River is flanked, north and south, with 60 miles of beaches and probably the finest on the Pacific Coast, devoted to the pleasures of summer resort and all that term means to the tourist, the vacationist, the invalid and the idler in general. The northerly 30 miles of this enticing territory is served by the Oregon-Washington Railroad & Navigation Company, while the southerly line is sustained by the

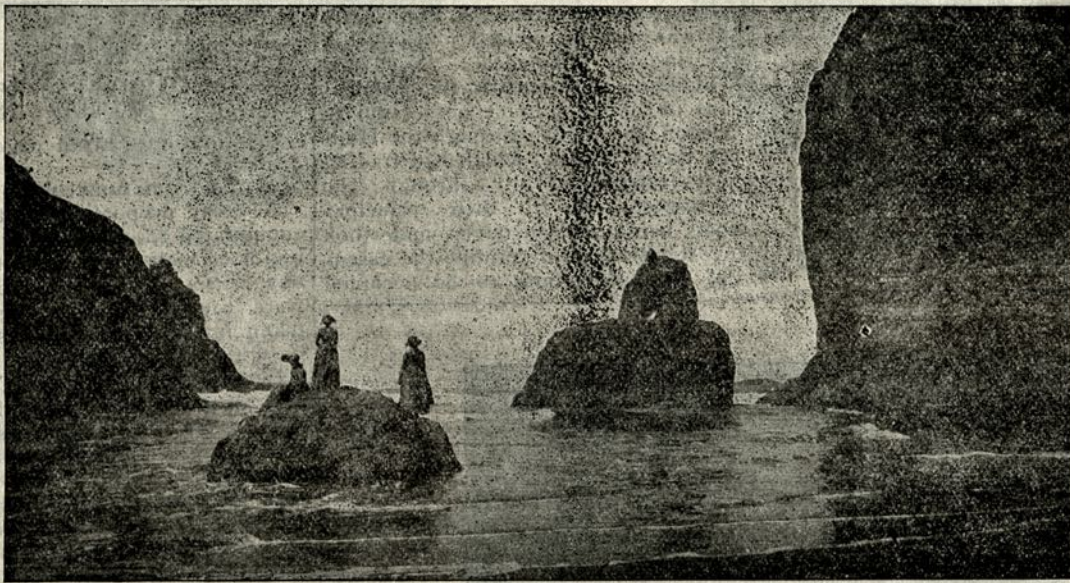
beaches intersected by this fine system are Megler, McGowan's, Fort Columbia, Chinook, Wallcut, Ilwaco, Holman, Seaview, Beach Centre, Newton, Long Beach, Tioga, Breakers, Cranberry, Oceanside, Loomis, U. S. Life Saving Station, Ocean Park and Nahcotta. Of these Nahcotta, Ocean Park, Long Beach, Breakers, Ilwaco, Chinook, McGowan's and Fort Columbia are the principal towns and permanent establishments, the others being merely summer settlements, but all are immensely active and attractive throughout the "season," which in that particular sense, means the months of July, August, September and October, though there are many of the sea homes kept open and in use the year round.

For the 27 miles, from the company's beautiful initial station at Megler to the northerly confines of Nahcotta, there is one long string of seaside cottages, ranging from the small and lightly built "shack" to artistic and costly bungalows, all attractively set and kept up, and constituting an overwhelming tribute to the popularity of this particular bit of coast country. The hotels along the route are of

Washington coast and has the situation all to itself as the essential resort of that neighborhood.

The beauty spots of this range of summer delights are Nahcotta, Ilwaco, Ocean Park and the Life Saving Station; and while these are endowed with their own especial loveliness of situation and surrounding scenery, they do not in any sense detract from the charm of their neighboring resorts, each and every spot on the north shore has its own peculiar allurements, to which the tens of thousands of travelers owe and pay allegiance every year, in vastly increasing numbers.

The terminal station at Megler is unique among the transportation plants of the state, and on a par with the best the O-W. R. & N. has to offer its great clientele anywhere. The system from Astoria to Nahcotta, by boat and rail, is under the capable oversight of Superintendent E. R. Budd, and the docks and train-ways at Megler are an index of the thoroughness and convenience for which this gentleman is famous. Each steamer has its own slips and gateways for the handling of passengers



SCENE ON THE OREGON COAST

frontage on the blue Pacific, 160 acres are to be devoted to the company farm, from which all that is possible will be raised in season for the fresh and abundant service of the thousands of guests who are to be

tainment; while in the background stands the old-time "Gearhart," surrounded on all sides with handsome new cottages and more in the building; the whole scene marked by the rolling green of one of the finest golf

ice, direct from Thompson's Falls, one and one-half miles back in the hilly woods, and 60 feet high, which gives all requisite pressure at the utter ends of the great property. Again, the company is executing a fine system



COTTAGES AT GEARHART

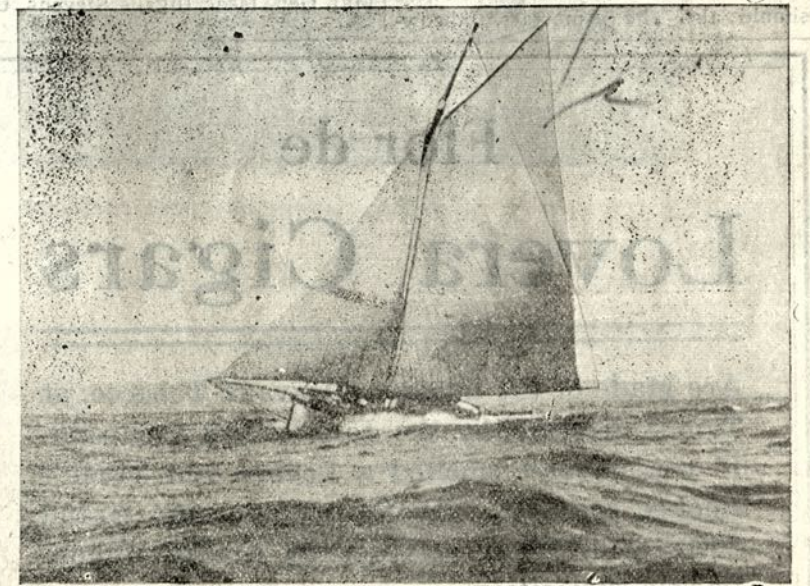
trails of the neighborhood.

The season of 1910 saw 10,000 people housed at Hotel Gearhart and its cottages, while 200 families found shelter and attendance at their own cottages and at those of their friends. For one of Gearhart's chief joys lies in its free and untrammelled beach, which is absolutely without obstruction or faults, and its temperature, which averages but 50 degrees the year round.

With its own electric plant supplying every conceivable device for lighting and utilitarian services; its great steam heating plant (for which the contract has just been closed for 350 cords of fir,) its splendid cuisine; its service staff of 110 people; its generous and considerate management at the hands of the company through Mr. Singletary, and the constant and remarkable development to which it is susceptible and subject, make the resort one of the most alluring in the Columbian country.

Spokane, Portland & Seattle Railway Company, and both concerns leave nothing to be desired in the way of full and regular schedules in and out from this port.

The O-W. R. & N. people have this year put on a service by boat and rail, covering the north shore beaches, which is all that can be desired as to time and convenience, both ways, and reckons with the farthest haul from the interior states, as well as with the local traffic. All the distant influx comes down the Columbia on the company's fine fleet of steamers, the T. J. Potter, the Hassalo and the Harvest Queen to this city and to Megler, opposite, and four and one-half miles across the bay from Astoria on the company's bay steamer Nahatta; connecting there with the narrow-gauge railway, which runs north on the great peninsula lying between the Pacific Ocean and Shoalwater Bay, to the southerly limit of Willapa Harbor. The towns and



BEFORE A GOOD BREEZE

modern and handsome sort, "The Breakers" at the Breakers, being the finest thing of its kind in that territory and enjoying a splendid patronage from January to January. It is among the star attractions of the

without coming into contact with the freight and baggage services and every inch of the property is kept in perfect order and cleanliness, the boats and

(Continued on page 34)

# GEARHART PARK By-the-Sea

## Magnificent Hotel Gearhart open every day in the year

3 1-2

Hours

from Portland

Oregon's Famous Resort.

Fine Surf Bathing Winter or Summer.

Hard Sand Beach, Ocean-view golf Links, Board Walk

Visitors to the Centennial should not return to their homes until they have viewed the Pacific at Gearhart.

Lowest Steam Railroad Rate in the West. Frequent Trains Between Portland, Astoria and Gearhart.

30

Minutes

from Astoria

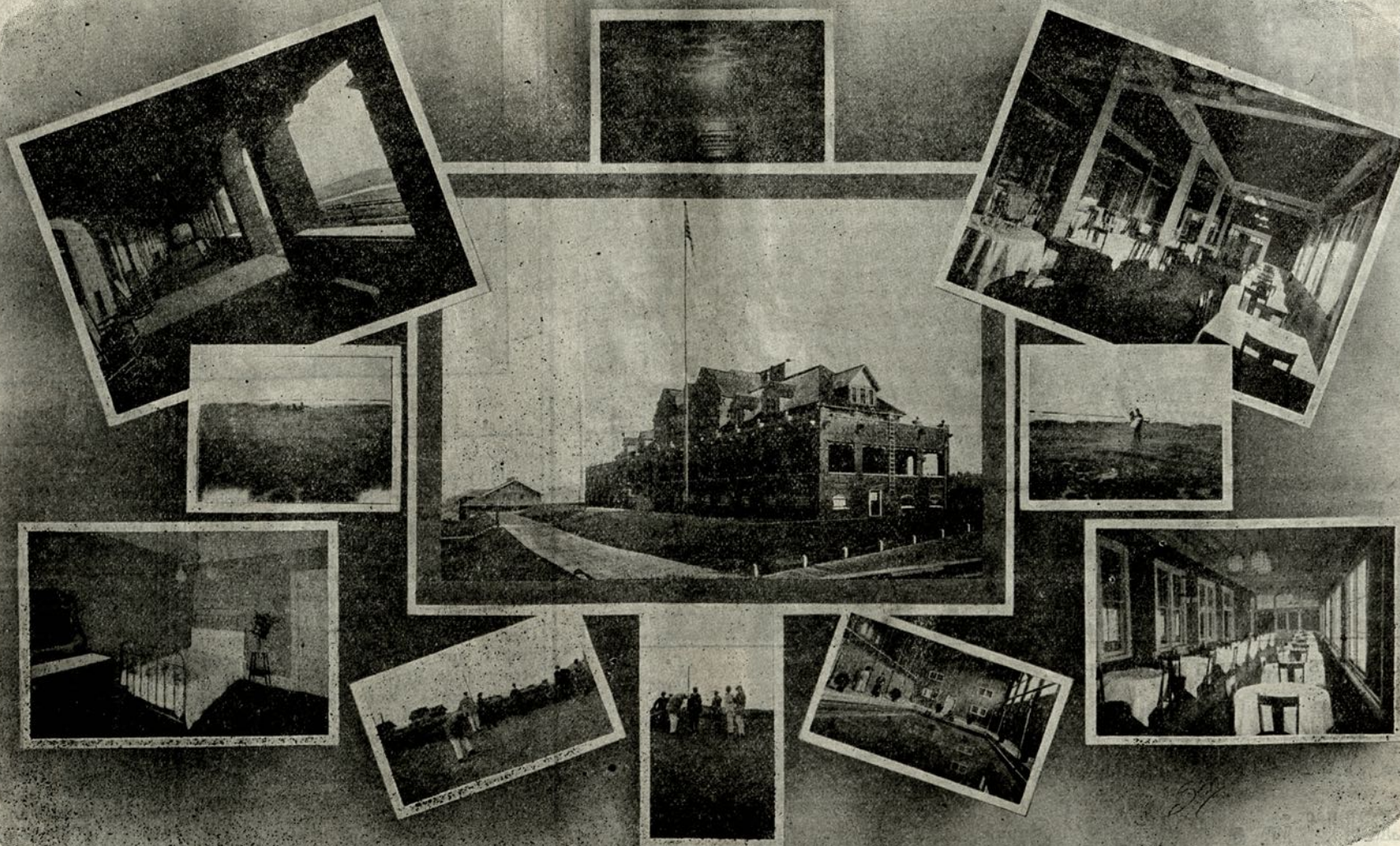
Largest Natatorium in the Northwest.

Hot Salt Baths, Croquet Grounds, Natural Park.

Most Ideal spot on the Pacific Coast for the Beach Home

We Build Cottages or Bungalows at Gearhart Ready for this season.

Building locations in the woods, near the rivers, on the meadows or overlooking Pacific Ocean.



Main Office Gearhart Park

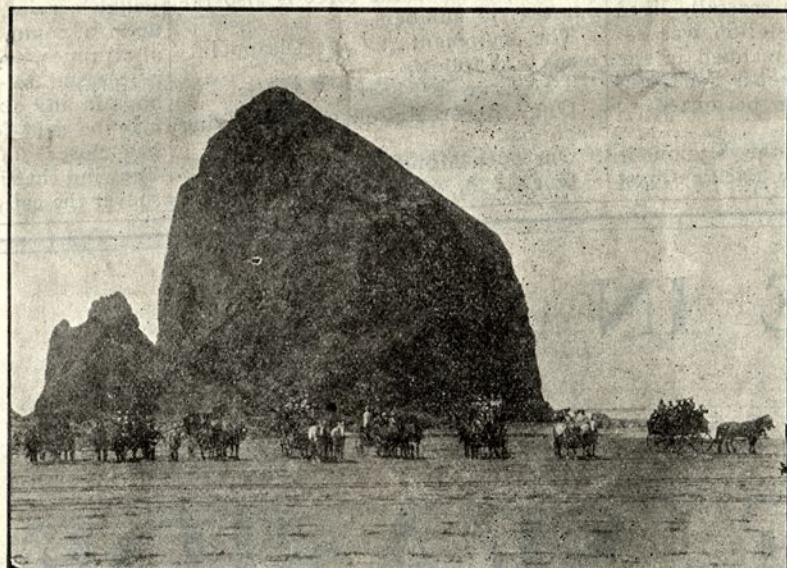
## Fourth and Stark Sts., Portland, Oregon

Reservations can be made with H. C. Bowers, Bowers Hotel, Portland or by telephone or telegraph to Hotel Gearhart.





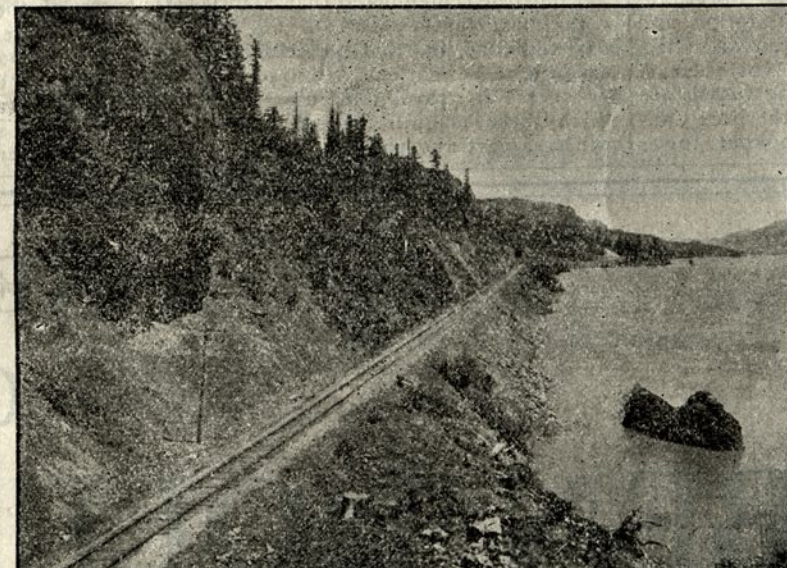
The Only Railroad  
TO  
**ASTORIA, The Centennial City**  
AND  
**CLATSOP BEACH On The PACIFIC**



Low Tide at Hay Stack Rock, Pacific Ocean.

### A GREAT RAILWAY

With its affiliated lines, The Burlington Route, Great Northern and Northern Pacific, Oregon Trunk and Oregon Electric Railway. THE NORTH BANK ROAD forms a direct system from Chicago, St. Louis, St. Paul, Kansas City, Omaha, Denver, Montana Points, Spokane, Central Oregon and Willamette Valley Points to Portland and Astoria.



The North Bank Road, Along the Columbia River.

### A SCENIC HIGHWAY.

In all the land few trips present so varying a panorama of beautiful and wonderful river, mountain and forest scenery as that enjoyed from a "North Bank" observation car between Spokane, Portland and the Centennial City—Astoria.

For three hundred and thirty miles the shores of the majestic Columbia River are followed through the great gorge of the Cascade Range, past Celilo Falls, the Cascades, pastoral valleys, the snow covered peaks of Mts. Hood, Adams and St. Helens, and along the ever widening waters to its very mouth, surmounted by the beautiful commercial city of Astoria. The splendid picture is continued across Young's Bay to the beautiful resort sands of Clatsop Beach reaching from Ft. Stevens to the heights of Tillamook Head.

### TRAIN SERVICE.

Limited trains of observation cars, drawing room sleeping cars, dining cars, tourist sleeping cars and modern coaches are run between Chicago, St. Paul, Minneapolis, Spokane and Portland. Between Portland, Astoria and Clatsop Beach points fast trains carry observation parlor cars and modern day coaches.

### SPECIAL PUBLICATIONS

The North Bank Road has issued illustrated folders regarding Astoria and the Centennial, Clatsop Beach and its resorts, giving fares and train service. These publications will be furnished on request.

**W. E. COMAN**

Genl. Frt. & Pass. Agt. S. P. & S. Ry.,  
Portland, Ore.

**G. B. JOHNSON**

General Agent, S. P. & S. Ry.,  
Astoria, Ore.

### SUMMER EXCURSIONS.

Throughout the season low round trip fares are in effect from the East and central west to Astoria via The North Bank Road and its through train connections. These tickets permit the selection of various routes going and returning, allow stopovers in each direction and bear a return limit of October thirty-first.

All lines sell tickets in connection with The North Bank Road.

More and more people from east of the Cascade Mountains appreciate the wealth of beauty and perfection of summer climate at Astoria and the near-by ocean resorts of Clatsop Beach.

Low fares will be made from Northwestern points to Astoria for special occasions during the Centennial, while the summer fares to Clatsop Beach points in effect daily from points in the Northwest allow stopovers at the Centennial City.



Surf Bathing, Clatsop Beach, Thirty Minutes from Astoria.



## SIXTY MILES OF BEACHES

(Continued from page 32)

trains following suit in this particular, and the whole service emphasized by the invariable rule of unvarying courtesy on the part of the officers and employees at every point.

The country traversed by the O.-W. R. & N. from Astoria to Nahcotta, is not alone rich in lordly scenic effects, the pleasures of the surf and the comforts of the genuine summer-outing; it is replete with industrial affairs which, in their way, are as unique and interesting to the ordinary traveler from the interior as the specific charms alluded to; there is the great fishing and canning industry, the marketing of the Royal Chinook salmon of the Columbia, at McGowan's and Ilwaco and Chinook; the cranberry marshes of the entire peninsula with their fine beds and abounding fruitage throughout the whole distance; the oyster beds and activities at the upper end of Shoalwater Bay and throughout the Willapa Harbor section; to all of which the most delightful side trips are in order all through the summer. There is a world of amusement open to the tourist at all points on the ocean and bay coasts, fishing, clamming, driving, bathing, boating, caves and nooks and rocks, lordly promontories, beacons and lighthouses, the always engrossing interest of the life-saving station and its drills and work in some unforeseen exigency of peril and pass, with a myriad other compensating diversions and delights to which the soul of the vacationist turns avidly.

North Beach has one among the longest stretches of unbroken beach on the continent. Imagine, if you will an expanse of sand, twenty-six miles in length, from 200 to 400 feet wide, without even a pebble to mar its smoothness, and as firm as an asphalt pavement. Along this sandy shore whose slope seaward is so gradual as to form an ideal bathing resort, free from undertow, is a driveway bordered by ocean breaker and grass-covered plot or pretty grove, amidst which are the hotels and homes of the peninsula. From fishing rocks just west of Ilwaco, north to Nahcotta, on Willapa Harbor, is a natural boulevard which will put to shame the best efforts of man.

Visitors are welcomed at the lighthouses at North Head and Fort Canby. A wireless telegraph station, and United States Weather Bureau office, are also maintained on North Head. All incoming and outgoing vessels are reported from here. At the Fort Canby lighthouse is the lookout tower

of the life savers stationed on Baker's Bay. To reach these places one travels a plank road through wooded hills, a part of which is in the government reservation, and therefore exempt from the woodman's ax. Winding paths lead through the forests to the "Natural Arch," "Echo Cove," "Beard's Hollow" and "Dead Man's Gulch." Jolly picnic parties visit these inviting places every day during the beach season. Fishing Rocks is another popular resort and the visitors are afforded much amusement by the seals and sea lions at play.

Taken in its entirety this beautiful stretch of sea, river and bay coast stands pre-eminent among the great Pacific resorts, and grows yearly better and more attractive, owing to the unceasing efforts of the great railway serving it to make it an ideal and popular place. The fact that the homes of hundreds of families from the heart of Idaho, Montana, Washington and Oregon, and especially from the metropolis of this state, dot the long vistas of the peninsula, contributes immensely to sustaining the claims made for North Beach by the railway company and the people dwelling there.

Whatever of rivalry may exist as between the states or the companies at interest, on the north and south coasts of the Columbia, as to the respective charms of the localities, nothing can diminish or qualify the standard beauties and delights of either, and the north shore will forever offer all of interest and comfort and charm that inures to any sea resort in the world, backed by the unceasing concern of such a sponsor as the O.-W. R. & N. Co., and the accumulative indorsement of its thousands of loyal visitors, and home-people.

This, Astoria's Centennial summer, is to see new access of travel and patronage to the north shore beaches, owing to the fact that the Willapa Transportation Company at Nahcotta intends to open a schedule of steamer traffic from South Bend, Tokeland, Raymond and Bay Center, with the "Reliable" and "Shamrock," bringing the thousands from the upper Washington coast, in to the festival without having to traverse the inland journey via Kalama and Portland, and thus give them the opportunity of enjoying a beach season en route.

It must be remembered that Astoria is the head-center-resort of all this coast territory, and that her centenary season is to be marked by extraordinary access in travel and interest, in which these magnificent sea resorts will have part and parcel.

## THE LIFE SAVERS

WITHIN 50 miles of this port, and about equi-distant from the mouth of the Columbia River, on the Oregon and Washington coasts, there are four life-saving stations, at Tillamook Bay on the south coast, at Point Adams on the south cape of the Columbia, at Cape Disappointment on the north arm, and at Ocean Park up on the Washington coast. All four of these stations are finely and fully equipped for the splendid work to which they are committed, and all have done notable and compensating service during their years of establishment.

To the man who lives upon the coast, who is familiar with the cause and call these men answer at all times of the day and night through the years, there is a sense of appropriation and appreciation not always understood or felt by the visitor from the interior, where this particular arm of the public service has no existence. What the active and energetic fire department is to a live city, the life-saving station of the coast is to the dweller by the sea. It is an invariable matter of pride and comfort, and the Columbia territory of Oregon and Washington has exceeding right to both elements of feeling when its people review the excellence of these posts and their records. And while the Tillamook and Ocean Park stations are within easy touch with the nearer stations of Point Adams and Cape Disappointment, and both are as ably and conscientiously handled as the latter, they are not within the constant and proudest touch of this port as are the home stations at the mouth of the river.

There is nothing in all the wide scope of the national services that warrants, and engages, a deeper and more universal public interest than the life-saving department of the government, to which this, and all other nations owe a vast debt of gratitude, even though the men engaged are paid for the work they do; and every station on the thousands of miles of American coast is always a ready and compensating center for the expression of that interest. The very name and style that has been given the department would naturally ensure that definite public concern and charm that has made the system famous everywhere let alone the hardy, hearty and splendid results achieved by the gallant crews throughout the land; but name, and game, and fame, are fixed attributes of the men, and standard policies of the craft, where soever there is a surf boat and men to handle it. Therefore, the local interest of Astoria attaches to these outlying stations with the same warmth of appreciation in general with which she

subscribes to the personnel and achievements of the home crews, but not with the frequency or intimacy she experiences with her own men.

The Point Adams station is commanded by Captain Oscar S. Wickland, an able and conscientious officer who takes definite pride in the trust confided to him and strives always and jealously for the best results that can be wrought by himself and his eight stalwart companions, whose names and positions in the fine crafts they handle, are as follows:

Chas. S. Pearson, No. 1; B. C. Anderson, No. 2; C. W. Petterson, No. 3; F. S. Rogers, No. 4; R. A. Pajonan, No. 5; L. F. Goin, No. 6; George Prescott, No. 7; Leonard Pearson, No. 8; Robert Nagle, No. 9.

Point Adams life-saving station was first manned on July 1, 1890, by Captain John W. White U. S. R. C. S. assistant inspector, who served until

Major Blakeney died at that time.

Captain George H. Harney succeeded Major Blakeney as superintendent and is the present superintendent. Captain Alexander McLean was the first keeper of the station and remained in charge from April, 1890, until February, 1891.

Captain Charles D. Stuart succeeded McLean and remained in charge until May, 1893.

Captain Charles Jacobsen succeeded Captain Stuart and remained in charge until April, 1898.

Captain O. S. Wickland succeeded Captain Jacobsen and is still in charge of the station.

During the time that this station has been in commission it has rendered assistance to more than 250 vessels of all descriptions; from many of these vessels people were saved from actual drowning.

The routine of the station, when the men are not otherwise engaged, is as



"THE LIFE-BOAT."

his death in October, 1892.

Captain Washington C. Coulson, R. C. S., succeeded Captain White as assistant inspector and remained in the service until 1898.

Captain Frederick M. Munger succeeded Captain Coulson and remained in the service until 1901.

Captain William H. Roberts, R. C. S., succeeded Captain Munger and remained in the service until 1905.

Captain Dorr F. Tozier succeeded Captain Roberts and remained in the service until September, 1907.

Captain Howard Emery succeeded Captain Tozier and remained in the service until September, 1910.

Captain J. H. Quinan succeeded Captain Emery and is the present assistant inspector with headquarters in Portland, Ore.

Major T. J. Blakeney was district superintendent from the time the station was manned until July, 1907. Ma-

jor Blakeney died at that time. follows, and is observed with rigid fidelity, in order to keep the crew at the very top notch of perfection in every phase of the important work assigned them by the government:

Monday—Overhaul all gear that is used for life-saving purposes.

Tuesday—Drill with the life-boats. Wednesday—Drill with the international code of signals.

Thursday—Drill with beach apparatus.

Friday—Practice resuscitation. Saturday—General house-cleaning, and fire drill.

This system has been carefully lived up to ever since the station was established in 1889 and manned in the following July by a keeper and eight surfmen, and is never permitted to languish for a day.

The equipment of the station is among the best on the Pacific Coast

and consists of the following modern and indispensable factors:

One 34-foot English life-boat, built at Port Huron, Michigan, at a cost of \$3,000.

One Dobbins life-boat, built at San Francisco, at a cost of \$1,000.

Two Beebe-McClellan self-bailing surf-boats, built at Greenport, N. J., at a cost of \$300 each.

One Monomony surf-boat, built at San Francisco, at a cost of \$250.

Two sets of beach-apparatus, consisting of Lyle guns, projectiles, etc.

The station has, also, two fine power life-boats, the "Safeguard" and the "Dreadnaught", examples of the latest and best in the way of power boats built expressly for this service.

It is conceded that the rule of action hereabout in this particular service is that the crews of Point Adams and Cape Disappointment act together insofar as they may, and this line of procedure always maintains when it is possible. The two are on the most equitable footing of equipment and numbers, as well as of genuine comradry and work together with abundant good will and assured skill. One rarely hears of the one without the other and it is in the rarest instances that their operations are separate, and then only when the scene and object are practically at their own doors, otherwise they are inseparable, and form as fine an element of manly and courageous service as can be found anywhere on the continent. They are individually and collectively popular in the city of Astoria and in all the country round about, and are, invariably, one of the most indispensable features of the great Regatta, for which this city and port are famous.

The oldest of the two famous life-saving stations on the Columbia, the one at Cape Disappointment, trim and snug under the southerly front of big North Head and its beacon, was placed there by the government on December 8, 1877, with Captain Stephen Davis as its keeper, and for 30 years it has been responding to the calls of those in troubled waters, almost invariably with the happiest issue. The plant is cozily housed and kept in the same prideful condition of cleanliness and perfect order of appointment for which the service is renowned.

The present able master of the station, Captain Charles D. Stuart, who served under Captain Davis from 1886, was then put in charge, and for 17 years has kept faithful watch and ward over the destinies of the service and those of the people whose mischance has cast across his path.

The drills at the station on the north shore are identical with those set forth in this account for the Point Adams post, and the force is also the same as to numbers.

The equipment at Cape Disappointment is as follows:

Two large surf-boats.

One Beebe-McClellan self-bailing surf-boat.

One open Monomony surf-boat.

One 12 h. p. gasoline motor life-

boat.

Two Lyle guns, for line-throwing, with all incidental gear.

One complete outfit for beach operations, including breeches-buoy.

Captain Stuart, commanding at this place, has served steadily in this great department, with only one vacation of six months, since 1886, and during that time has commanded at Fort Point Life-Saving station in San Francisco harbor, as well as at this port. He is one of the veterans of the service and is thoroughly esteemed by all who know him, in government circles and out of them.

These two stations of the thirteenth district of the United States Life-Saving service, are considered as among the best models in it, for all the potential qualities required by the government, and the people hereabout are entirely willing to subscribe to this estimate and to count it one of the strongest claims this community has upon the consideration of the outlying world.

The Ilwaco life-saving station, with headquarters at Nahcotta, Wash., but whose home is on the coast a few miles to the south of that village, and most delightfully located in the romantic glades of the Ocean Park country, is under the capable command of Captain Theodore Conic, who, with a crew of eight bright and active young men, serve that coast with all the vigor and rigor unseparable from the business and the customs and rules thereof. The station is kept in the highest state of orderliness and it is one of the show places of the Washington coast country. The men serving under Captain Conic are No. 1, Joe Edwards; No. 2, Carl O. Shagren; No. 3, Halvor Anderson; No. 4, Axel Anderson; No. 5, Guy Cove; No. 6, Bert R. Robinson; No. 7, Frank Smith, and No. 8, Sanford Butts; as stout and sturdy a group of men as can be found anywhere in this manful employment. The equipment there consists of one surf-boat, one life-boat, a full beach apparatus, and the same system of daily drills is carried out with ardor and punctiliousness. The station has a long and commendable record of service through the years of its existence and has moved out of its "beauty-spot" oft and again on the mission of succor and mercy to which it is professionally committed and always with returns that have justified its crews and their work.

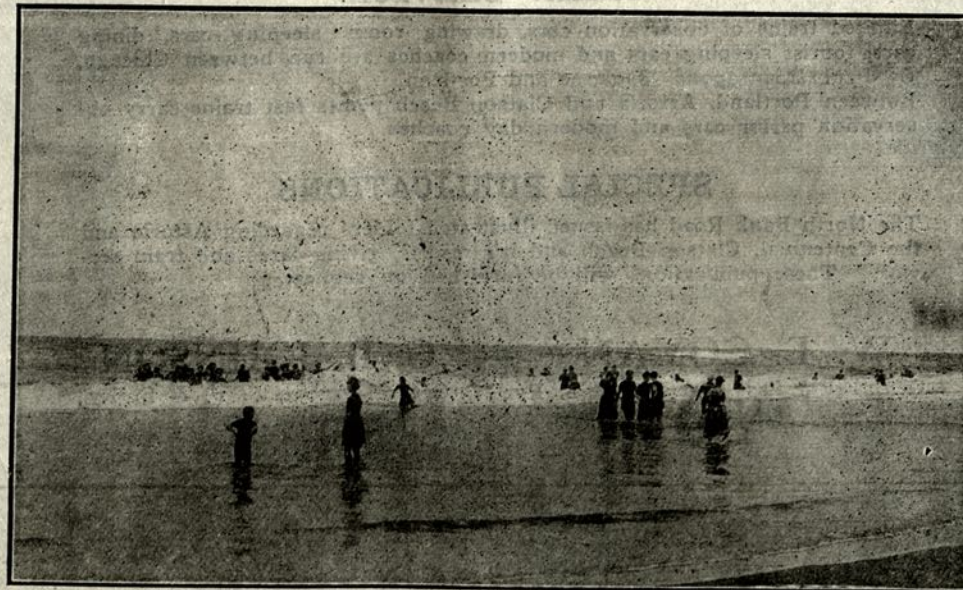
At this writing there is no data covering the service and personnel of the Tillamook crew and station; but it is known among the active and successful posts on the coast and its record keeps even pace with those of the other stations hereabout. Indeed, the rule of excellence is so proverbial and dependable in this department of the public service, as to put every crew upon a common footing of approval at all times, and the Morning Astorian is pleased to include the Tillamook boys in any and everything good that may be said for those with which it has closer and more frequent touch, knowing that it will make good whenever the call for duty is sounded.

## NINETY LOTS FOR SALE IN CARTWRIGHT PARK

# BEN HOLLADAY PLACE, SEASIDE

## City Water--Electric Lights--Beautiful--Exclusive

This property, formerly the property of the Ben Holladay estate, consists of seven hundred acres of the most attractive seaside property in the whole northwest country. It's wonderful groves, picturesque grounds, with the beautiful Necanicum river running through their length, the flowers and grass covered lawns, have afforded the oldest as well as the latest inhabitants of Portland and other cities and towns of Oregon and Washington. An ideal summer outing place for years. Holladay Park and the Seaside House, that portion of the estate lying be-



ON THE BEACH AT SEASIDE

tween the Necanicum river and the ocean, the shell road and the town of Seaside, comprising about thirty acres, has been laid off into lots, roads graded and water mains and electric lighting installed. No more buildings, boarding houses, dance halls or other objectionable occupancies allowed.

You and your family are absolutely protected. Holladay Park lies about ten minutes walk from the town of Seaside. Has its own mail service, easy market delivery every convenience.

## EASY TERMS

## EASY TERMS

# Price of lots from \$150 to \$800, Ocean, River Front or Grove

It takes about ten minutes by train from Gearhart Park and three minutes from Seaside to Holladay.

Three trains a day each way from Portland. Three hours ride. \$3.00 a Round Trip. Get your ticket to Holladay. Stop at the beautiful Seaside House.

which has been newly renovated and is open for the season under the management of B. R. Westbrook—you will get meals as good and rooms as comfortable as can be had at the best hotels in Portland, Seattle, or Spokane.

For Lots or other information regarding Holladay Park Call on or address

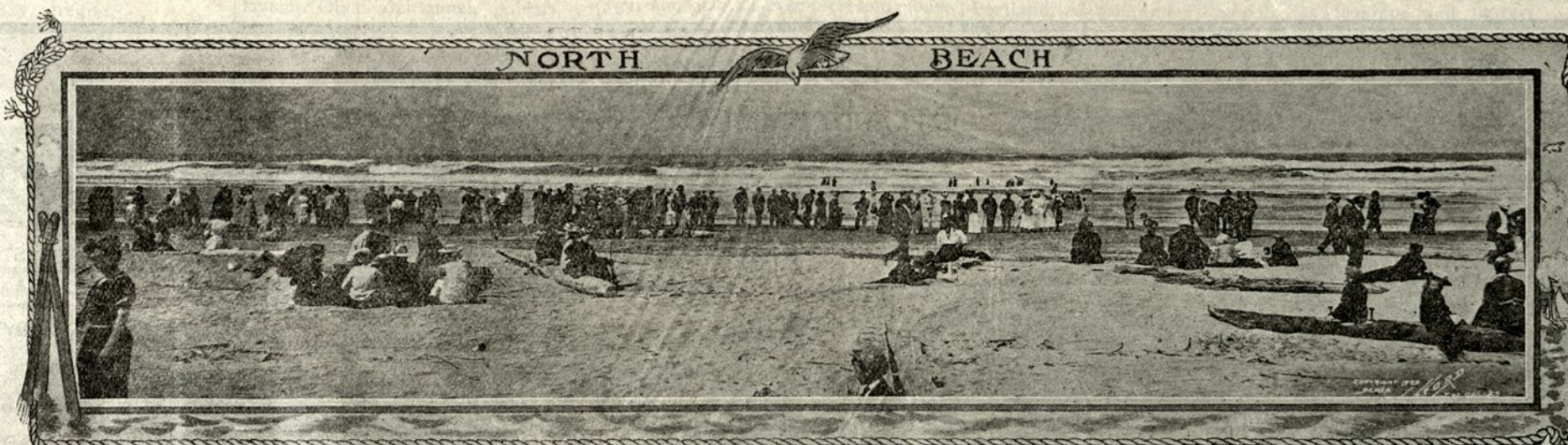
# W. B. or GEO. E. STREETER, 212 LEWIS BUILDING, PORTLAND.

AGENT ON THE GROUNDS AT SEASIDE HOTEL OFFICE.



# NORTH BEACH, WASHINGTON

FAMED AS A  
RESORT AND  
FOR OUTINGS



THE PACIFIC'S BEST BEACH

NOTED FOR  
DIVERSIFIED  
INDUSTRIES

**N**ORTH BEACH is widely known as a summer resort. The peninsula is famed for its attractions. It possesses other advantages and diversified resources. The homeseeker is asked to investigate.

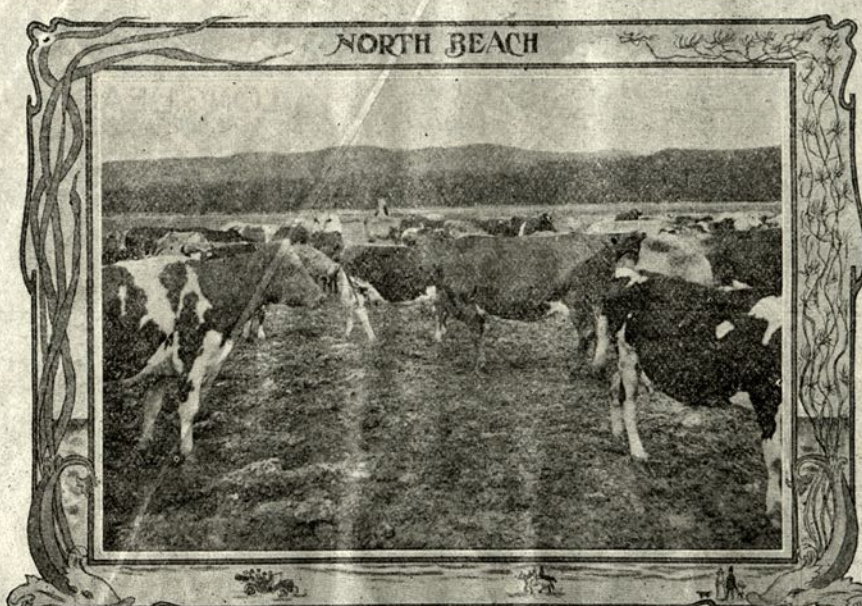
THE climate is mild and delightful. Extremes of heat and cold are unknown. The winter months bring a large amount of precipitation, but no more than needed for vegetation. The nature of the soil is such as not to be materially affected.

The most magnificent beach on the continent—unbroken for over 26 miles and from 200 to 400 feet wide, unmarred by a single pebble—affords the finest and safest of surf bathing as well as an unsurpassed speedway for automobiling.

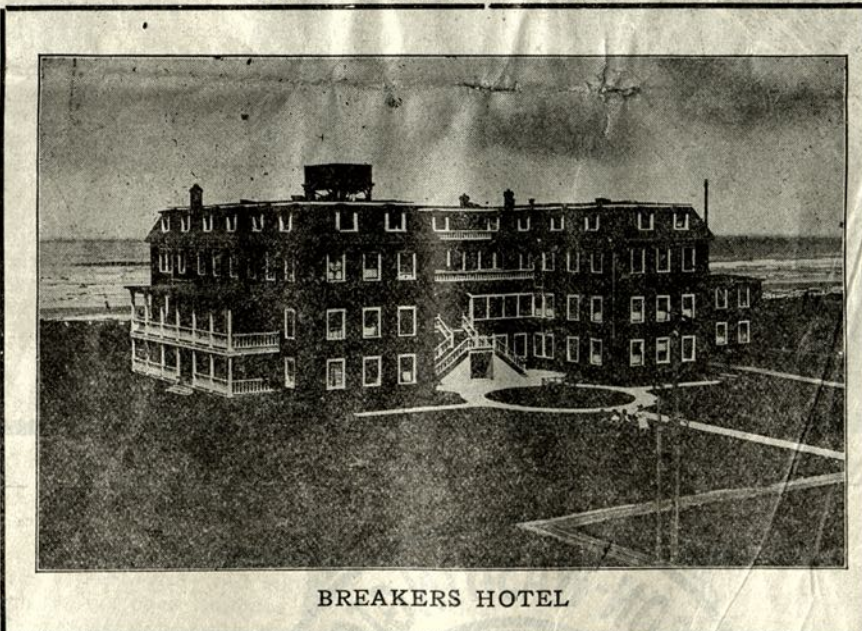
Excellent hotel and cottage accommodations at frequent intervals along the beach. Nothing that is in keeping with a modern resort has been overlooked. No matter what the visitor's inclination, there will be found hostlies and cottages to the liking.

Almost unlimited number of points of interest adjacent—Forts, Lighthouses, Life Saving Stations, magnificent scenery and places of historical interest, as well as deep forests and towering mountains.

North Beach is reached by rail or water. Each making close schedule connections with the other. And any point desired can be easily and comfortably reached from any direction by one or the other and often by either means of transportation.



ALL OF NOTABLE LINEAGE



BREAKERS HOTEL

**T**HERE ARE splendid opportunities to engage in callings which will insure returns. The land is wondrously fertile. There are large areas of rich tidal flats. These are susceptible to diking and cultivation that assures amazing productiveness.

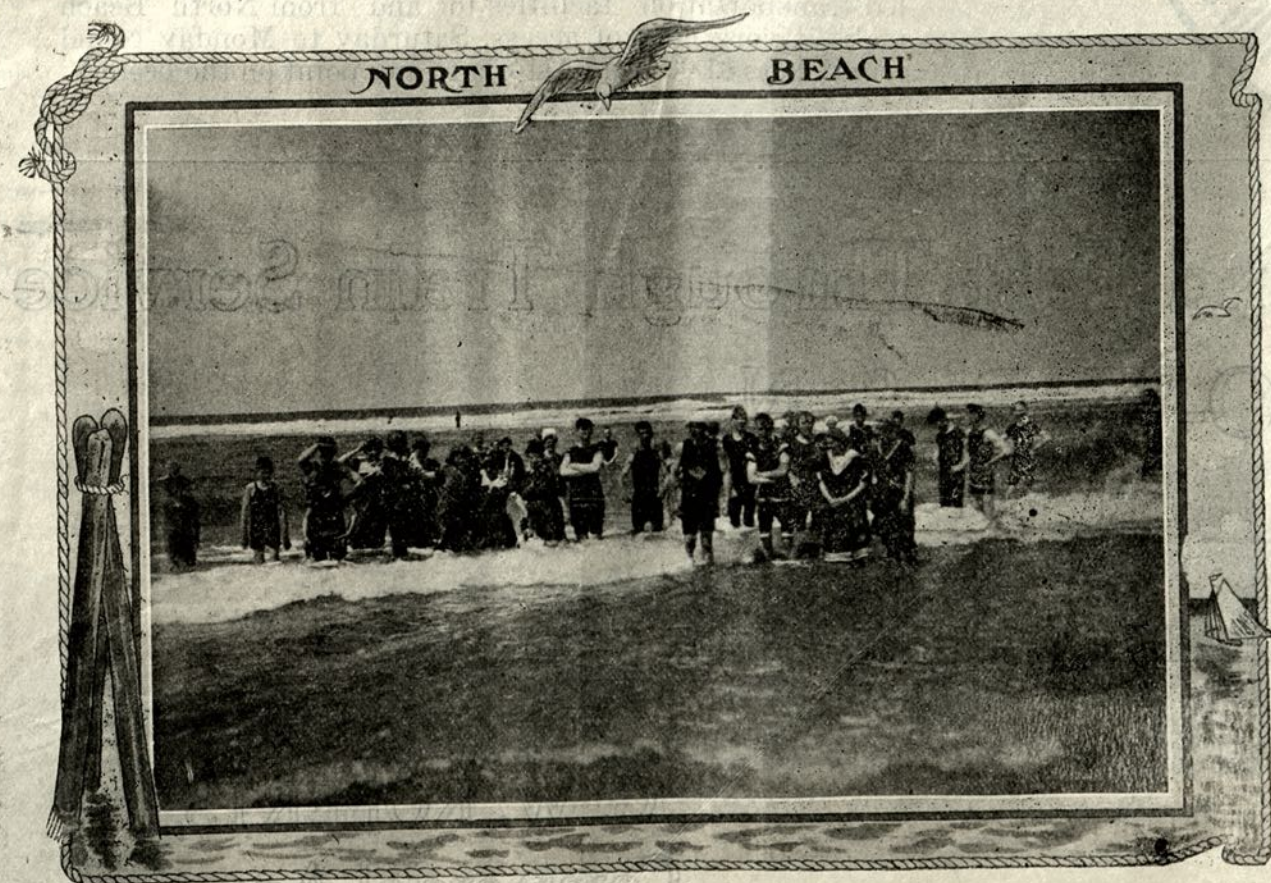
Dairying is just beginning to receive the attention it merits. There is an abundance of green feed. The mild winters and extensive pasture lands are favoring conditions. Hay and grain may be grown in large quantities.

Winter strawberries have attained the height of perfection in the peaty soil so adaptable to them. Using the Magoon berry as a starter, a large and luscious berry of deep red color has been developed which bears in September, October and November. These have brought \$6 a crate with the supply far short of the demand.

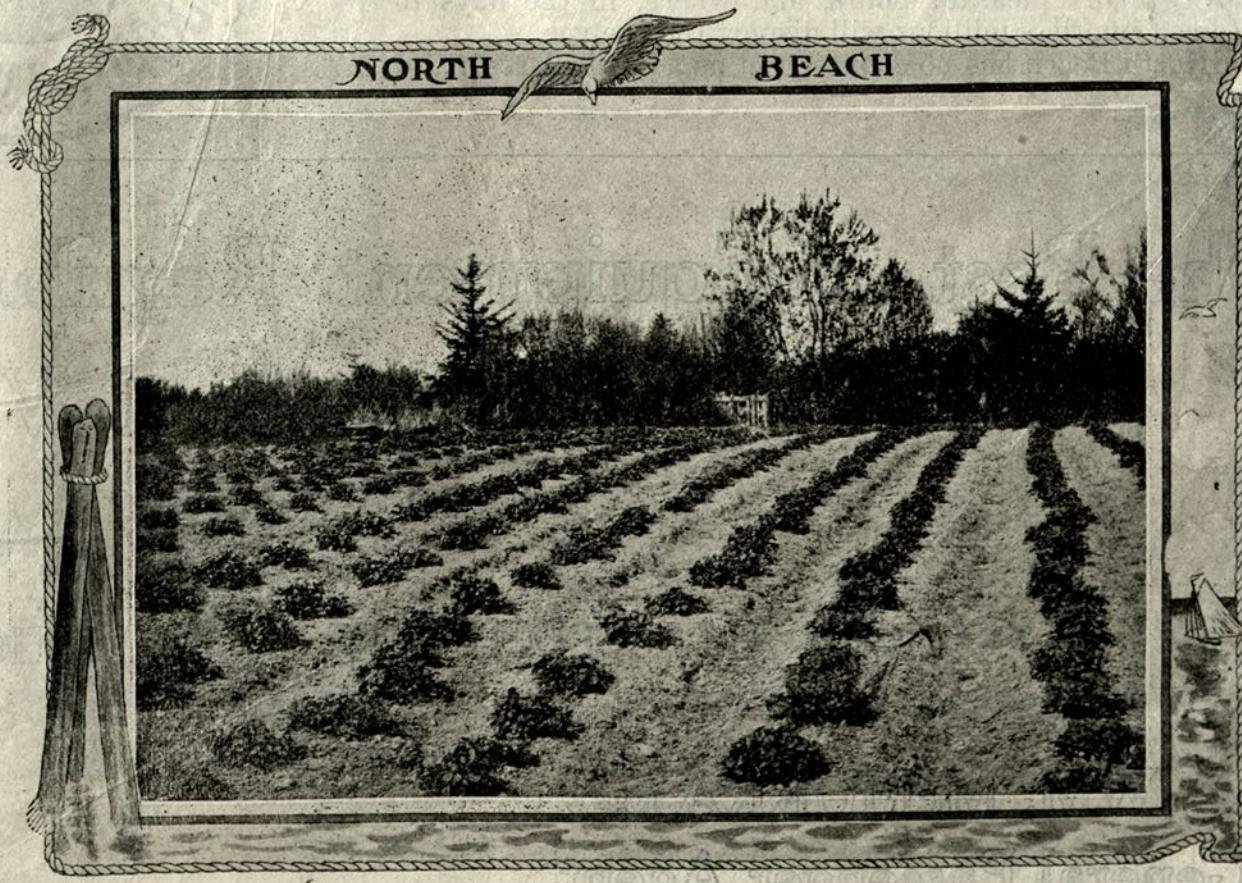
Cranberry culture is another industry which is being extensively engaged in. There is little of such land available in the United States. The peninsula has some 2,500 acres of bog land. There are approximately 100 acres in bearing. The price per barrel wholesale ranges from \$8 to \$17. An acre of bog land will yield from 75 to 100 barrels.

Live stock and poultry are exceptionally profitable. Celery, asparagus, rhubarb, peas, hay, oats, potatoes, carrots and the like grow abundantly. In most instances the returns astound the farmers of other districts.

For Information Address NORTH BEACH PUSH CLUB, Long Beach, Wash.



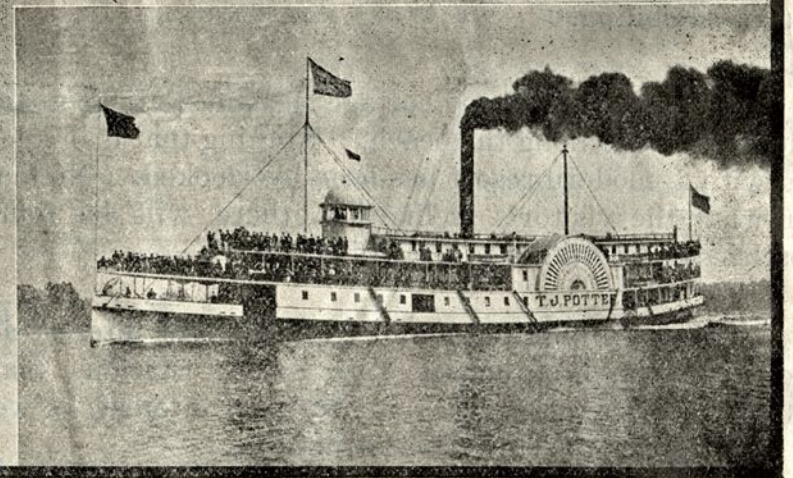
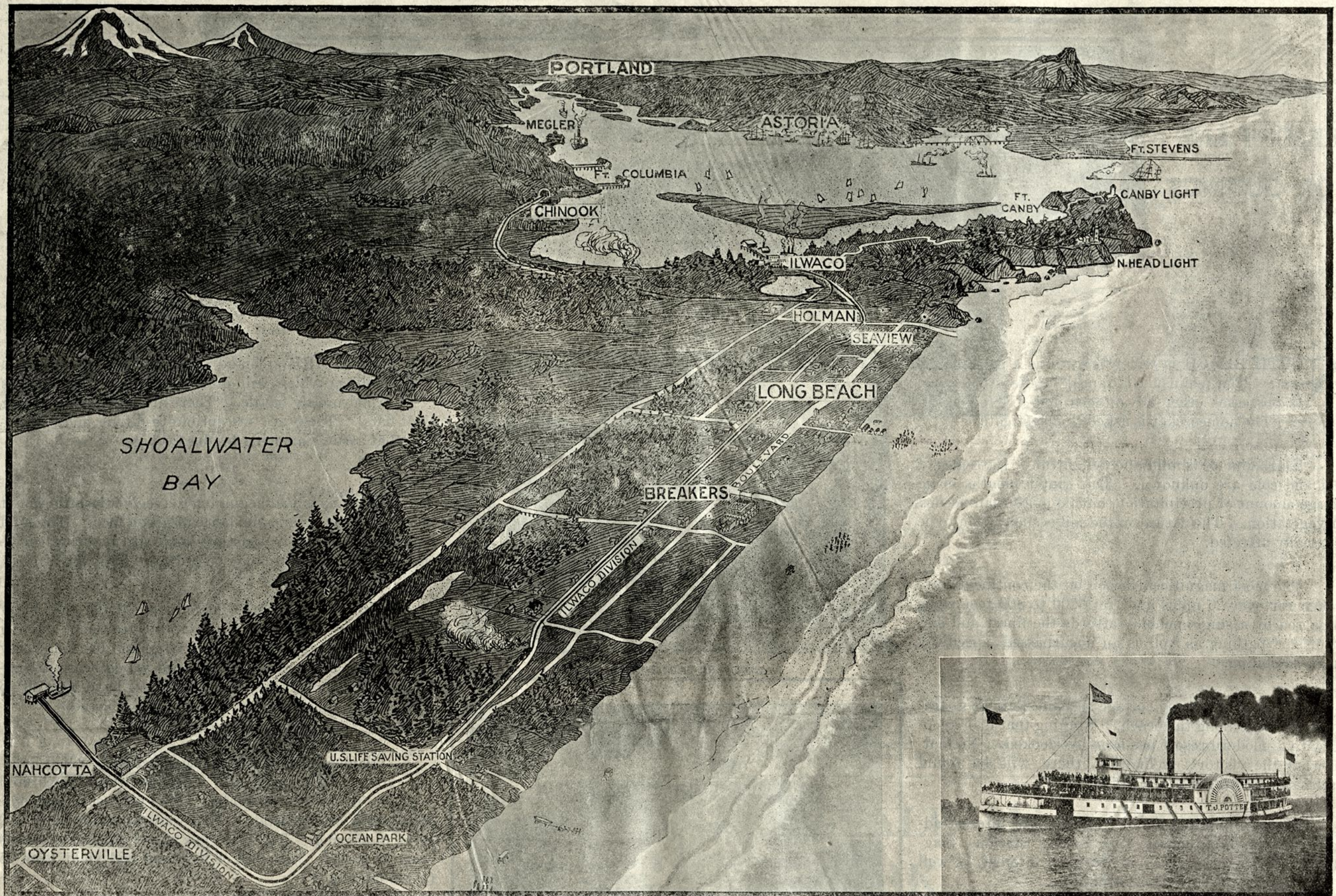
SURF BATHING



WINTER STRAWBERRIES



# NORTH BEACH



**T**HE story of North Beach can not be told in words. A visit is necessary to fully appreciate the extent and grandeur of the longest stretch of unbroken beach on the continent—twenty six miles in length, and from two hundred to four hundred feet wide, without even a pebble to mar its smoothness.

Along this matchless coast, bordered by ocean breakers and grass covered plots or pretty groves, is a driveway excelled by no other in the world. Here is an ideal resting place and play ground, where thousands have whiled away many pleasant hours, and where, in the days to come, countless millions will disport themselves.

North Beach has no counterpart as a bathing resort, or



as a speedway for automobiling. It is in a class by itself. Many places of interest lie adjacent to this splendid outing place at North Head and Fort Canby. To reach these places one travels over wooded hills, part of which are included in the government reservation.

Winding paths lead through the forests to the Natural Arch, Echo Cave, Beard's Hollow and Dead Man's Gulch. These places are visited daily by picnic parties.

These together with countless other attractions make the visitor's stay full of interest and pleasure. Unexcelled transportation facilities to and from North Beach make it very easy of access. Saturday to Monday round trip tickets \$1.00 from Astoria to any point on the beach

The Best of Equipment, Regular and Fast Through Train Service  
to the East Via O-W. R. & N.

FOR ANY ADDITIONAL INFORMATION DESIRED INQUIRE OF OR ADDRESS

WM. McMURRAY,  
General Passenger Agent,  
Portland, Ore.

G. W. ROBERTS,  
Commercial Agent,  
O-W.R. & N. Co. Dock, Astoria, Ore.



## THE WORLD'S FOREMOST FISHING GROUNDS

(Continued from page 10)

makes annual trips to Europe to keep in touch with the market and their goods have been always accepted as the very best that can be produced, to which the firm has used its entire efforts by each individual member.

Samuel Schmidt, Sr., was born on the Rhine, Germany, in 1823 and while yet young emigrated to New York and in 1850 and a few years afterwards, or in 1857, after trying different occupations, he had \$1.75 capital left when he embarked in the retail fish trade and with that amount of money, he went to the Fulton Fish Market and bought some eels to smoke and sturgeon and started in the smoked fish trade. By hard work he managed to make a reasonable success of it, being there was not much demand for smoked fish excepting among the Germans. When in 1869 he died his sons took charge of the business with their mother, who lived until 1904. In which she spent many years curing and smoking fish until the sons were of age and had reached a stage where they each received their horse and wagon and took charge of selling their fish to the grocery stores in New York. When coming here to the Pacific Coast, on finding the large amount of sturgeon to be had, they immediately went into the business extensively, and with hard knocks and overcoming obstacles, they succeeded in establishing a trade for a first-class article of smoked and preserved fish, in which their house in New York is today extensively engaged and become well known. The sons of Samuel Schmidt, Sr., working hand in hand and each working in his department.

### S. ELMORE & CO.,

S. Elmore & Co., as established and conducted by the late Mr. Samuel El-

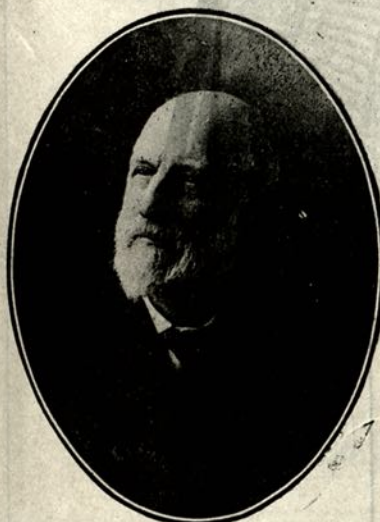


FRED J. BROWN  
Captain and Drum Major, Centennial Drum Corps.

Zealous effort on the part of Fred J. Brown has been instrumental in rounding out a fine body of boys thoroughly fitted to bear the title of "The Centennial Drum Corps." This aggregation of sixty enthusiastic youngsters, clad in baggy trousers, leggings and loose fitting jackets of red, white and blue, is indeed an innovation in the routine of centenary preparation. They are spectacular when on parade and rolling a lively drum-time march. In fact, Mr. Brown has demonstrated that their worth as advertisers of the coming celebration in other cities where they have visited merits all the energy expended on them.

During the interim of 1907, Mr. Brown organized and managed the "Bohemians," the only league baseball club Astoria ever enjoyed. And further, he has furnished amusement to local fans in the form of independent clubs. Foremost of which was the "Browns," a club cognizant with the season of 1910.

From 1896 to 1905, Mr. Brown trained and managed the memorable Astoria hose team, whose fire drill prize winning ability brought home trophies of first place from Portland, Tacoma and St. Louis. During the world's fair at the latter city they captured first in three out of four races, completing a great record of thirty-four races won out of thirty-six. Aside from these events, Mr. Brown has staged a goodly number of the best boxing and wrestling contents ever held in Astoria.



J. Q. A. BOWLBY  
Chairman County Centennial Committee

more, is largely interested in many barnches or lines of business.

### Canneries:

Six canneries are operated on the Coast of Oregon and one in Washington, for packing of salmon in tins and tins. The canneries are located as follows:

Nehalem Bay, Oregon,  
Tillamook Bay, Oregon,  
Nestucca Bay, Oregon,  
Siletz Bay, Oregon,  
Alsea Bay, Oregon,  
Umpqua River, Oregon,  
Aberdeen, Grays Harbor, Washington.

The canneries above enumerated are, with two exceptions, fully equipped with all modern devices and machinery for the packing of salmon in sanitary tins; also the packing of mild cured salmon in tins, for smoking purposes.

The total product aggregates in cases of 4 dozen each, about 75,000, and about 500 tins of mild cured salmon, each about 825 lb net.

### Can Factory Plant:

This plant is located in one of the Elmore Warehouses. Capacity, 50,000 cans per day, from tin plate to cans in boxes, piled in warehouses.

In connection with the can making plant, two box nailing machines are operated, with capacity of upwards of 1500 cases, ten hours.

Situated between deep water and side track of the Spokane, Portland & Seattle Railway Co., 150 feet x 300 feet. Warehouses, three in number are the most complete, and the nearest rust proof of any property of like nature in the Northwest, two being constructed with double floors and side walls lined with tarred paper; one of brick, with stone foundation.

Total storage capacity of the warehouses fully equal to 175,000 cases of salmon.

Offices are situated in one of the warehouses, and are complete modern, commodious and fully equal to the requisites of the business.

Coal dock situated adjoining the warehouse property, is 150 feet, and situated between deep water and side track of the S. P. & S. Railway Co.; capacity of 6000 tons of coal.

An electric coal hoist, capacity of 300 tons per day, is situated on the coal wharf. From 10,000 to 12,000 tons of Australian coal are handled over the coal wharf each year.

Seven fire insurance companies are represented in the office. This department is most active, consequent upon the large lines of insurance carried by S. Elmore & Co. on their Astoria and other property, including canneries.

### Alaska Fishermen.

Foremost among the great fishing interests in Astoria is the Alaska Fishermen's Packing Company, one of the oldest and soundest, and most successful of the concerns here having to do solely with the northern fields exclusively as to catch and pack. It is a big employer and has immense payrolls annually and is rated high in the fishing concerns of the world, its output going to the uttermost ends of the earth and yielding universal satisfaction to consumers as well as legitimate and commensurate profits to those whose business judgment and heavy capital stand sponsor for the rational investment and management of its fine properties.

The Alaska Fishermen's Packing Co., with its principal office at 464 Bond Street, Astoria, Oregon, was organized December 6th, 1898, the following being the incorporators:—

\$500.00 per share. Mr. G. O. Moon, deceased, was the first President and Mr. John Nordstrom its Secretary. Mr. F. A. Fisher was its second President.

January 30th, 1902 the capital stock was increased to \$200,000.00 or 400 shares of a par value of \$500.00 each. Since its inception it has grown from a small 2-line cannery until at the present time the company owns a second cannery on the Koggiung and a salt-ery at Egushik. They also own the ship "St. Frances", the bark "W. B. Flint", the steamer, "North Star", the steamer "Nutten," launch "Bernice," launch "Olga" and launch "Alida."

The Koggiung cannery which was built this year is equipped with sanitary can machinery. The company also contemplates putting up a third cannery at Egushik and changing the old style canning machinery at Nushagak and substituting for same the sanitary can making machinery.

Its President is W. F. McGregor and its Secretary is E. P. Noonan. Mr. McGregor is also the Collector of the Port for Astoria and is one of the leading spirits of the Centennial life of this city and the lower Columbia, being at the head of or deeply interested in many of the commanding interests of this section and covering a wide range of utilities.

### The C. R. P. Assn.

Among the commanding interests in the Columbia river fisheries stands the Columbia River Packers' Association, one of the leading concerns of its kind in the world. It was founded here in 1899 and capitalized at \$1,725,000., and is comprised of the following big plants, to wit: The Aberdeen Packing Company, of Ilwaco, Wn., S. Elmore & Company, of this city; George & Barker of Astoria, Northshore, and Eagle Cliff; the Occident, and Columbia canneries, of Astoria; the J. O. Hanthorn & Company, Fishermen's Packing Company, and the Kinney canneries, of Astoria, and the J. W. & N. Cook plant at Clifton.

The Association is at present officered by the following well known operators and businessmen: A. B. Hammond, president; Geo. H. George, vice-president, treasurer and general manager; and W. O. Barnes, secretary; and its directorate consists of Messrs: A. B. Hammond, Geo. H. George, G. C. Fulton, M. J. Kinney, G. B. McLeod, W. H. Barker, and F. H. Haradon.

The Association now operates four canneries on the Columbia river, two at Astoria; one at Rooster Rock, Oregon; and one at Eagle Cliff, Washington. It also operates a fine cold-storage plant in this city. It operates two canneries in Alaska, one at Chignik Bay; and the average output from these valuable plants and sources is as follows: From the Columbia river about 100,000 cases of canned salmon, (one pound basis) valued at about \$800,000; in the neighborhood of 1,500 tins of pickled salmon of a value approximating \$175,000, and about 300 tons of frozen fish, valued at about \$75,000. The Alaskan pack averages 100,000 cases of a market value of \$550,000.

The Columbia river payroll of the Association, exclusive of fish, is practically \$140,000 per annum; and the labor payroll in Alaska, exclusive of fish, amounts to \$90,000.

In addition to operating canneries on the Columbia river, as above set forth, the Association owns various other cannery plants in Astoria and at outside points, which are not operated. Thus it will be seen that this group is beyond question the heaviest concern in this huge industry and that it and its product has a world-wide

## DEEP WATER, HARBOR AND TRANSPORTATION FACILITIES

(Continued from page 12)

while it has received signals from a distance of 4580 miles, the message in this instance having come from the Pacific mail liner Korea that distance west of San Francisco. On several occasions, last winter, wireless telephone messages have been heard here, which originated at San Francisco, the voice being very distinct.

The Telegraph Hill station handles practically all the commercial messages to and from ships on the Alaska run, and also an ever-increasing business with the Seattle-Oriental and the Canadian-Australian liners. The station also has direct wire connection with the Postal Telegraph & Cable Co. in this city and messages received from ships are sent direct to Seattle, Portland and San Francisco, with the least possible delay.

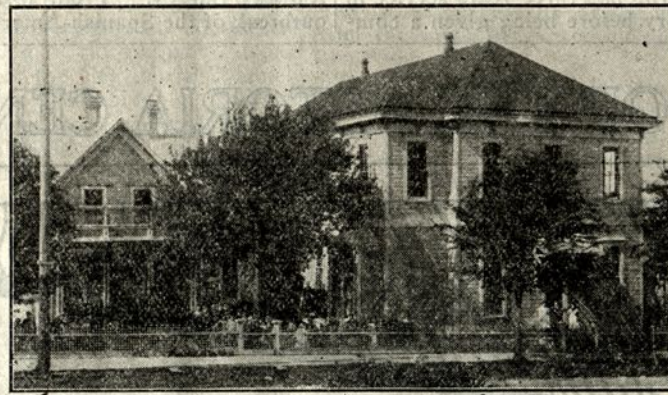
The history of the station is not without romance and unusual interest, as it has picked up many calls from

its own wires over a large area at the mouth of the Columbia in the dispatch of its various businesses, and including the forts, and life-saving stations, the buoy-station and the L. H. E. tenders and docks, and uses the public facilities in this relation where its own cables do not serve.

### S. Elmore & Co.

S. Elmore & Co. are General Agents for the Pacific Navigation Company, operating the Steamer "Sue H. Elmore" regularly each week between Portland, Astoria and Tillamook Bay Points.

Also general agents for the Nehalem & South Coast Transportation Company, who have under construction at Coos Bay, the gasoline propelled schooner "Tillamook" and "Patsy". The former will be operated between Portland, Astoria, Siletz Bay, Alsea Bay, Yaquina Bay, Siuslaw River, Coquille River and Umpqua River, maintaining a regular schedule. The

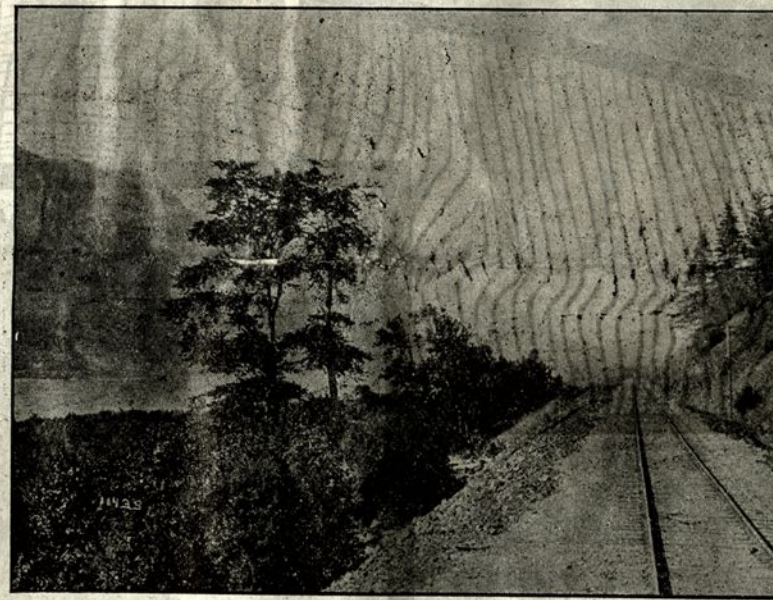


THE ACADEMY OF HOLY NAMES

ships in distress and passed them on to the sources of aid and direct concern, and among these has been recorded the receipt of the first message sent out from the wrecked steamship Princess May, last year, which was duplicated into Seattle without loss of an instant of time. The first word was received here from the Alaska Steamship Company's vessel, the Victoria, which struck on Cape Mudge some months ago, when she

"Patsy" will be employed between Astoria Bay points and other points South or North of the Columbia River, as business may warrant.

The motor packet "Gerald C" is also operated between Astoria, Tillamook Bay points and Nestucca. The rapidly increasing demand for transportation facilities between Portland, Astoria and points south, are fully appreciated by S. Elmore & Co., all tending towards the upbuilding of



SCENE ON THE NORTH BANK ROAD

was bound north from Seattle, and from a distance of 420 miles, her distress signal being received here three minutes after the accident. The Seattle manager for the steamship company had full particulars in the form message within less than 25 minutes of the ship's grounding, direct from

Astoria and Portland.

The combination of transportation and manufacturing of cans, places S. Elmore & Co. in a most favorable position as to handling its vast interests on the Coasts of Oregon and Washington, and maintaining a regular ser-

### George W. Sanborn.

The coming of the California—Atlantic Steamship Company, the "Canal Line," to the Columbia river, with its agency established in this port and with G. W. Sanborn as its representative, is a very distinct and valuable addition to the transportation facilities of the city and is thoroughly appreciated by the businessmen and shippers of Astoria. The assignment of the company's interests could not have been better placed as to qualifications since Mr. Sanborn stands at the very forefront of the commercial and industrial interests of this place, and has his own docks and warehouses to meet and handle the traffic with all reasonable dispatch. With 400 feet of dock frontage and 140,000 square feet of warehouse capacity in the heart of the port recently purchased and highly improved at a cost of \$50,000, there is no reason why this line should not handle the entire bulk of the East-bound business originating here, through this agency, and this will be done if the purposes of the California-Atlantic people and Mr. Sanborn can bring it to pass.

The major consignments are expected to be in the salmon interests and are likely to aggregate from 250,000 to 300,000 cases per annum sent forward on the steamships Geo. W. Fenwick, Riverside, Navajo, and

Stanley Dollar, constituting the north Pacific fleet of the C-A company. It is now conceded that bi-monthly sailings will be maintained from the Columbia river and this port, and later on lumber will be added to the staple exports hence, and it is also expected that this business will cover practically the whole field occupied by the California-Atlantic system and embracing New York, Philadelphia, New Orleans, the Mississippi Valley and Europe via the company's allied lines on the Atlantic and while speaking of the new line it may be said in its interest that it is the only concern conceding to Astoria the delivery of direct consignments to Astoria, without necessity of sending them on to Portland for transshipment back to this port, thus saving the merchants and other consignees here the inevitable delay imposed by other lines entering here and the costs incident thereto.

Mr. Sanborn will also maintain his wholesale and retail coal business here and handle all grades, and heavy tonnage, of the best steam coals, at all seasons of the year; and with his present ample and solid equipment, will build up a large and flourishing shipping business that must redound not alone to the success of the house but to the commercial prestige and expansion of the port of Astoria.

## THE ACADEMY OF HOLY NAMES

Conducted by the Sisters of the Holy Name of Jesus and Mary

A school maintained as an educational institution and home for girls and young women. Also as a day school for boys. Properly empowered to give diplomas for all branches taught. Curriculum includes elementary or grade-school courses; complete commercial or business courses, and thorough high school courses. Preparing pupils for commercial occupation or college studies.

HOMELIKE comforts and pleasant surroundings for the little folks. Where the former teachings of the non-Catholic children are in no manner conflicted. The sole theory of the school is to return excellent men and women in the form of those it is made responsible for.

NOWHERE will a more ideal place be found for the placing of children who are orphaned for one or both parents, and where a living parent or relative may visit the children any time they desire. For further particulars communicate with the Sister Superior.

### Real Estate

### Insurance

IF YOU WANT life insurance, I can give you a policy with a safe company.

IF YOU WANT to buy city property, farm or timber lands, I have some bargains.

IF YOU WISH to sell, list your property with me, and I will do my best to get you a buyer.

## C. F. LESTER

185 Eleventh St.

Astoria, Oregon

ALL POPULAR BRANDS  
Key West  
Domestic  
Imported

My Leader  
THE GANBRO

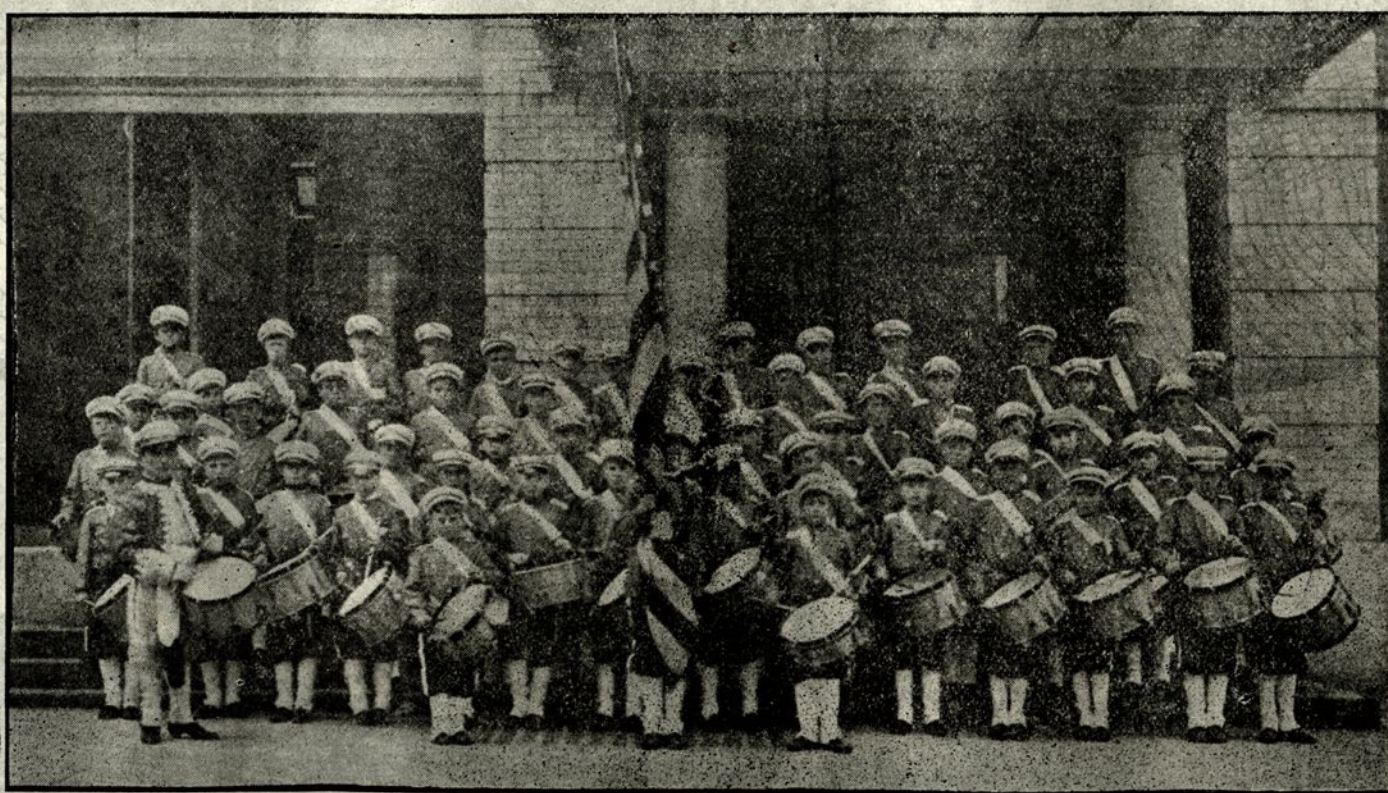
## WILL MADISON

CIGARS

Wholesale and Retail

528 Commercial Street

Astoria, Ore.



THAT ESTIMABLE COMPANY—THE CENTENNIAL BOYS DRUM CORPS.

Theodore Siverson, Chris Christensen, Ole B. Olson, A. L. Clark, John L. Carlson.

Its first cannery was located at Nushagak, Alaska.

The capital stock of said corporation at that time was \$70,000.00 divided into 140 shares of a par value of

standing goes without saying. It is the greatest shipper of salmon on the Pacific coast of the Royal Chinook brands these being wholly of the Columbia river district as that the fish does not range elsewhere in marketable quantities.

this office.

The efficient staff in charge of the station here consists of Manager P. R. De Champlain and Operators L. T. Crow and P. J. Smith, working the first, second and third tricks respectively.

The U. S. government maintains

vice between Portland, Astoria and the canneries owned and operated by this firm, and aiding materially as to transportation of supplies of a general character to all points south of the Columbia River, on the Coast of Ore-



## The Defenses Of the Columbia

(Continued from page 31)

his engineer duties, and was assistant engineer in charge of the United States Coast Survey Office. When the territory of Washington was organized Major Stevens was offered the Governorship. He thereupon resigned from the army and accepted. During the period of his governorship he was active in engineering work as well as his governmental duties. He explored railroad routes across the mountains, made treaties with Indian tribes, and conducted campaigns against disaffected Indians. In 1857 he was elected delegate to the United States House of Representatives, from Washington Territory, and was holding this position when the Civil War broke out. He went in as Colonel of the 79th New York Volunteers, in July 1861. In two months he was made Brigadier General of Volunteers, and inside of a year was made Major General of Volunteers. He was killed September 1, 1862, at the battle of Chantilly, while leading his division in a charge.

Battery Lewis, at Fort Stevens, is named after Captain Lewis, United States Army, of the Lewis and Clark expedition. Battery Clark is named after Captain Clark of the Lewis and Clark expedition. Battery Walker is named after Colonel Walker who was in command at Fort Stevens in 1906 and 1907.

Among the officers who have been in command of the post may be mentioned the following: Brigadier General A. C. M. Pennington, now on the retired list of the United States Army; Brigadier General Marcus P. Miller, who was in the Modoc and Nez Perce Indian campaigns and later prominent as the commander of the land forces that captured Iloilo in the Philippines; Colonel John White, now in command of a provisional regiment of Coast Artillery Serving as Infantry near the Mexican border; Brigadier General Stephen P. Jocelyn, United States Army, retired; Colonel J. A. Lundeen, now in command of the Artillery District of Manila; Colonel Millard F. Harmon, now serving in the Philippines; Lieut. Colonel E. A. Miller, now of Field Artillery; Lieut. Colonel W. A. Bethel, now professor of law at the United States Military Academy; Colonel George T. Bartlett, Chief of Staff of the Central Division at Chicago. Fort Stevens was first garrisoned by a battalion of the 8th California Volunteer Infantry, from April to October, 1865, under the command of Captain Gaston d'Artois.

The fort on the northern side of the entrance to the Columbia River was for many years known as Cape Disappointment. The name was changed to Fort Canby by War Department orders in 1875 and the following order was an effort to have the Cape called by its American name:

Headquarters Department of the Columbia, Portland, Oregon, February 13, 1875.

### GENERAL ORDERS

No. 5

The Military Post and Batteries on the north side of the Columbia River, having been designated by the Secretary of War in General Orders No. 5, current series from the War Department, as "Fort Canby" in honor of the distinguished officer, the late Brigadier and Brevet Major General Edward Richard Sprigg Canby, the name of the Cape now called Disappointment will hereafter be officially known as Cape "Hancock" (as designated on maps of the United States engineer office) the name given May 19, 1792, to this promontory by Captain Robert Gray, the discoverer of the Columbia River.

By Command of Brigadier General Howard; H. Clay Wood, Assistant Adjutant General.

General Canby graduated from the United States Military Academy at West Point, in 1839, being a classmate of Gen. Stevens. He went into the Infantry where he performed gallant service in the Mexican and Civil Wars. In the Civil War he was made Brigadier General of Volunteers in 1862, and a Major General of Volunteers in 1864. He was murdered by the Modoc Indians in 1873, near Van Bremer's ranch, California, while engaged in a peace conference. Concerning him a brother officer wrote: "He stood among us grand in stature, peerless in form, cultured in mind, and high in station, yet shrinkingly modest in demeanor, truthful, brave and generous, just and merciful, spotless in character, pure in heart, without fear and without reproach."

Fort Canby was garrisoned for a longer time than Fort Stevens, and a number of officers who became dis-

tinguished served there. Among them may be mentioned the following: Brigadier General John I. Rodgers, now on the retired list of the regular army, who is well known in Portland and Astoria, and occasionally returns to visit the mouth of the Columbia River where he served so many years, beginning with 1865; Brigadier General E. S. Dudley, who was recently professor of law at the United States Military Academy; and the following Brigadier Generals of the regular army: Frank G. Smith, William L. Haskin, Tully McCrea, Benjamin K. Roberts and A. W. Vodges. The commanding officer at Fort Canby when the Spanish-American war broke out was Captain W. A. Kolbe, 3rd Artillery. He was sent to the Philippines with a battalion of Coast Artillery serving as Infantry. The battalion performed distinguished service, and Captain, then Major, Kolbe, was made a Brigadier General, and later a Major General, with which grade he was retired from active service in 1904. Fort Canby is now a sub-post of Fort Stevens, and the garrison consists of a detachment sent over from Fort Stevens.

Fort Columbia has been constructed since the Spanish-American war. It is now garrisoned by the 33rd Company, Coast Artillery Corps, and is

commanded by Captain Percy Willis, who went out from the state of Oregon, in the Spanish-American War, as an officer of Volunteers. He served in the Volunteers in the Philippines and was afterward appointed in the regular army. Captain W. S. Bowen, at Fort Columbia, also saw service in the Philippines during the insurrection. First Lieut. L. B. Chambers at Fort Columbia, is from Corvallis, Oregon, and was a student at the college there. The Post Surgeon at Fort Columbia, is First Lieutenant Arthur C. Delacroix, Medical Reserve Corps, who has seen service in the Philippines.

The present garrison at Fort Stevens consists of three companies of Coast Artillery. The 34th Company is commanded by Second Lieutenant Augustus Norton, who was given his commission from civil life about two years ago. He is from Cornell College. The 93rd Company is commanded by Captain John M. Page, who saw service with the Washington Regiment of Volunteer's during the Philippine insurrection, and was appointed to the regular army. He graduated from the United States Artillery School at Fort Monroe Virginia in 1909. The 160th Company is commanded by Captain Malcolm Young, who had three years service in the cavalry before being given a com-

mission in the artillery in 1898. The Quartermaster of the post is Captain W. A. Covington, who was an officer of Volunteers in the Philippine insurrection and was later commissioned in the regular army. He graduated from the Artillery School at Fort Monroe in 1910. The Adjutant is First Lieutenant Mark L. Ireland, who saw some service in the National Guard before being commissioned in the regular army in 1904. Fort Stevens is provided with an excellent hospital fully supplied and equipped and in charge of a surgeon and detachment of eleven men of the hospital corps. The surgeon is Captain Frederick S. Macy, Medical Corps, U. S. Army, who has seen service in the Philippines.

The present commanding officer of the post of Fort Stevens, and of the Artillery District of the Columbia, is Lieut. Colonel Stephen M. Foote, who graduated from the United States Military Academy at West Point in 1884, and has had a varied service in the United States and the Islands. He graduated at the Artillery School at Fort Monroe in 1888, and was an assistant instructor at the school until 1891. He was in Central America about a year on the Inter-Continental Railway Survey. From 1895 to the outbreak of the Spanish-American war

he was Military Instructor at Vermont Academy and at the New York Military Academy. He was Aid-de-Camp to Major General Joseph C. Breckinridge in the Santiago campaign, was Major of the Third United States Volunteer Engineers a part of 1898 and 1899, served in the Philippines during the insurrection, and has served at Washington, D. C., Fort Douglas, Utah, Fort D. A. Russell, Wyo.; Jackson Barracks, New Orleans, La., and various other places since returning from the Philippines.

The war garrison for manning all batteries in the District, and the submarine mine system, and providing troops to defend the fortifications against attack by small raiding parties landed from an enemy's fleet will consist of a sufficient number of companies of Coast Artillery and Infantry.

There are in all at present about 440 men stationed in the District, counting the four companies of Coast Artillery the Hospital Corps detachments, and the Non-commissioned Staff Officers. Taken as a whole they are an excellent set of men. People who come to know the American Regular Army men appreciate them and speak well of them. Before a man can enlist he must show that he is an American citizen, that he can read and write the English language,

and that he has a good character. He must then pass a rigid physical examination. Coast Artillery troops are drilled as Infantry as well as Artillery.

Three years service in the Regular Army constitutes a good schooling for almost any young man. When he goes out, at the close of his enlistment, he should be, and generally is, a much more valuable citizen in every respect than when he enlisted. In addition to learning purely military things, acquiring habits of discipline and learning to take care of himself in camp and in barracks, he learns a great many things, especially in the Coast Artillery, that may prove useful to him afterward. In the Coast Artillery he learns something of instruments, machinery, engines, and electrical apparatus of various kinds.

Every year the troops have practice firing with the various guns and mortars, and the sub-marine mines, the target being towed to represent a war vessel under way, the powder charges and projectiles being the full size that would be used in actual service; all the conditions in fact being as nearly as possible like those to be met with in actual service. The scores made with the same kind of guns all through the Coast Artillery service are compared with each other and a list published annually. There

is naturally considerable rivalry to see which company can secure the honor of the highest score. The 33rd and 34th companies fire from the same battery at Fort Columbia. In their practice of May of this year the 33rd Company got decidedly the best of it. At their practice in June however, the 34th Company gave them a close run, so that there is a keen rivalry to see which company will come out ahead in their practice for July.

The principal service practice in this district will take place the latter half of August. There will be explosions of sub-marine mines on August 15th and 16th, and gun practice on the 22nd, 23rd, 24th, 25th, and 26th. The mine practice will probably be held in the afternoon and the gun practice in the morning. On the 23rd, there will also be gun practice at night, about 9:00 o'clock, the target and towing tug being illuminated by searchlights.

Formerly people were not allowed to visit the fortifications, but at the present time permission may be readily obtained at Post Headquarters to visit the batteries and to watch the target practice, the only conditions being that visitors must be American citizens, that they take no pictures while in the post, and that they do not enter the batteries or any observing station during target practice.

## VIEWS OF THE ASTORIA CENTENNIAL CELEBRATION GROUNDS



No. 1—Main Entrance to the Centennial Grounds, Fort Astoria (reproduced) in the Back Ground. No. 2—Section of the Open Air Stadium. No. 3—One of the Bastions of the Fort. No. 4—General View of Fort Astoria. No. 5—Workshop Used by the Astor Expedition. No. 6—Exhibit Building. No. 7—Replica of House in which Thirty-five Men of Astor Expedition Lived in 1811.

## Astoria Baths and Sanitarium

RUSSIAN, TURKISH,  
ELECTRIC TUB BATHS  
ELECTRIC LIGHT  
BAKE OVEN.

Chiropractic and Mechanotherapy  
Expert Chiropractist  
Painless Methods.  
Lady and Gentleman Attendants,  
Open Sundays.  
Phone

182 Tenth Street



## The Columbia River Jetty

WITH a fraction under one quarter of a mile to be finished, the great south jetty of the Columbia River system is being slowly forged to the perfection planned a score of years ago in this behalf by the government of the United States. The jetty is to be 38,280 feet long and is designed to so hem the flood of water discharged from this mighty stream as to scour and carry away the bar sands which stretch for miles across the entrance to the harbor; and year by year, with the present annual surveys showing bigger and better results than ever, the enormous task is going on and will, upon the completion of the two and one-half mile jetty to be built upon the north shore of the entrance, achieve the long desired freedom and faraway in and out of this lordly harbor, making it the peer of even San Francisco for accessibility and safety and next to that beautiful and invincible refuge, the greatest and best harbor on the Pacific.

That the government has this port in its eye among its dependable and strategic points of war usage is assured from the fact that it is from four to six days nearer the Orient than any other on the coast, and that it is the basic point of consideration in all the charts, studies and projected casts for war movement, wherewith

the young officers of the army and navy are taught at West Point and Annapolis; and that with the completion of the Panama Canal it is to be brought within the larger and more comprehensive use of the government as a depot and general base of supplies in all contingencies of these services.

With acres given over to the use of great shops, in which the constructive and repair work incident to the enormous plant are done, and with 250 men and a payroll of \$16,000 per month, or \$150,000 per annum, including subsistence, and exclusive of materials, the work proceeds with admirable system and discipline for eight months of the year, the appropriations to date closely approximating \$7,000,000. The remaining four months of the year are devoted to the repairing and readjustment of the gear and utilities and the supplying of all essentials for the recurring season.

The record of scour, so far, is rated at eight feet, which means much on a barrier of this sort, and it is thought the compilations now underway on the June, 1911, surveys, will add another foot to that fine estimate; this, of course, upon abasis of mean low water measurement. The big federal dredger Chinook is at present working on the bar here, and is lifting and voiding the sands at the rate of from 3,500 to 5,500 cubic yards per day;

and it may be said, in passing, that the idea that the sands of this bar are hardly encrusted and difficult to work in, is a popular delusion, as they are of the loosest and most shifting sort, a fact which lends assurance to the ultimate success of the great work to which the government has devoted so much time and money.

The outer end of the jetty-rocking is now in 11 fathoms of water, and as the emplacement has a working base of 130 feet width and 71-4 miles of length, some idea may be had of the millions of tons of rock which have been distributed here during the twenty or more years of the enterprise. Another feature of the work is that this enormous mass of rock must, of necessity, sink from its initial lodgment in the sands of the ocean and require additional superstructure each year after the raging storms of winter have caused that sinking and final adjustment of the tremendous weight, along with the invariable turning and twisting of the rocks as they sink lower and lower in the sands, creating a hiatus at the crest of the wall that must be met and covered each year. However, the rock is pouring into the sea at the rate of 100,000 tons per month for eight months of each year, and costing the government, under existing contracts, the sum of \$1.12 per ton.

The whole establishment is in the immediate charge of Assistant Engineer Gerald Bagnall, who for the past six years has held the important assignment and made good. He it is, who, under the engineer department of the United States army, has control and management of the vast detail and personnel of the work and who supervises to the last element, the project, which stands for an annual expenditure of over \$1,000,000. Mr. Bagnall is devoted to the work and its completion will be due in a large measure to his instant and insistent oversight and fine administrative abilities.

The present plant has in daily use fifteen engines, 20 miles of jetty and yard track, 250 dump cars, 20 flat cars, a great and modern piledriver with three pile-driving tender-cars, 12 huge derricks for unloading the rock from the river barges of the contractors to the cars, and two fine pumping stations; these besides the vast shops and storage warehouse, some 20 in number, all in fine shape and equipped with steam and electric power for the prosecution of every phase of the work in hand.

The coming year will be devoted to the preparation of the plant on the north shore of the harbor for the north jetty, and much of the machinery and equipment now on the south side will be removed there so that the work of building the north jetty may be taken up without loss of time as soon as the base is duly established; and as the money is available for this additional work, no time will be lost in starting and completing it; to the end that the Columbia River may become one of the most accessible of all the great commercial streams of the earth, and that this harbor may be made a great and reliable refuge for

the world's commerce as well as for the expansive war and peace projects of the government itself.

## WARRENTON

IN the very heart of the rich Columbia lies the snug little tideland territory of the low city of Warrenton, with its north frontage bearing directly upon that river, and bisected by the Skipanon, an estuary of the Columbia which will one day serve the place as a commercial arm and repository for industries and industrial facilities. The city now has a population of 300 souls and a civic corporation presided over by the following gentlemen: Mayor G. T. Moore, Auditor and Police Judge John Evandon, Marshal John Bruce, Treasurer J. E. Higgins, City Attorney H. M. Brownell, and a common council of five, Messrs. George W. Warren, W. C. Hardy, W. Bowman, George Schmidt and G. Clifford Barlow.

The business men of Warrenton have merged themselves into a strong and active development league named for the city, 35 strong, and have, as their best and biggest project of improvement, the dredging and deepening of the Skipanon, from the center of the city to the channel ways of the Columbia; a project which involves an estimated expenditure of \$188,000, and includes two lines of bulkheads, one on either side of the lesser river, and 9,000 feet of digging, a venture, which from necessitous conditions, is at present in abeyance but not abandoned by any means.

The town boasts of two fine school buildings, and the 100 or more children of the city are in the capable hands of Professor O. H. Byland and Mrs. Byland, who for the past three years have conducted these interests most satisfactorily. The city maintains two churches, the Methodist and the Episcopal, and both have a large and enthusiastic congregation. Two of the finest milling plants of the lower Columbia are located here, the D. L. Kelly and the Old Oregon Mills, the combined output of both approximating, under normal conditions, 200,000 feet per day.

The city has three fine beaches contiguous, Delaura, Columbia and Sunset, each and all of which are steadily developing into splendid resort propositions and which will in the near future contribute materially to the business and popular agencies of Warrenton. The country round about Warrenton is of the richest and susceptible of the highest development in the way of gardening and small fruits and must eventually serve for the creation and support of one of the best staple markets in this country. For miles in all directions this fine acreage invites the thrifty truck-raisers and berry-men and the man who knows how to make full use of the few prolific acres rather than the big and expansive farm. The place is ideally located in every way, includ-

ing that of ready transportation, and with its clever and energetic people must find a successful and prosperous level.

## HAMMOND

NAMED in honor of A. B. first railway from the mouth of the Columbia River to the metropolis on the Willamette, the town of Hammond bears this name by virtue of its federal relation as a post-office, while, civically speaking, it is known under its charter, as New Astoria and all its public affairs are construed to this latter name.

It is presided over by the following staff or city officials, to wit: Mayor E. Ford, Auditor and Police Judge T. S. Jewett, Marshal W. C. Ballhorn and five counsillmen, Messrs. John McDermott, Robert Falconer, Ben. F. Coffey, Alfred Carlson and J. Oman. The city has a population of 900 souls and for the most part these residents are permanent employees of the government upon the adjacent jetty which serves as a sea barrier from the south cape of the Columbia River entrance.

The Point Adams Life Saving Station is at New Astoria and forms one of its most conspicuous and interesting features, a description of which is to found elsewhere in these columns. The city maintains 110 school children at a fine eighth grade building, Professor F. G. Chapman and the Misses Church, Jones and Essley having charge of the work.

Hammond, or New Astoria, is but one short mile from Fort Stevens, the commanding post of the three located at the mouth of the Columbia, and is necessarily a rendezvous for the soldiers quartered there, many of the married men having homes there. But, as said before, the great jetty plant is responsible for the population and practically supports the city.

Small as the city is, it clings to its original charter proposition that no public debt shall ever be incurred, and as a consequence it lives strictly within its revenues and flourishes apace. It is on the line of the Warrenton branch of the Spokane, Portland & Seattle Railway (formerly the Astoria & Columbia River) and the good people of the place are now seeking the essential improvement of a new freight and passenger station there and with all prospects for securing it. There are three large general stores at New Astoria, representing a business investment of \$75,000, and conducted by Mrs. E. M. Lally, Messrs. McIntyre & Mudd, and Messrs. R. Gray & Company. They have a public dock 600 feet long and 30 feet wide with docking facilities at the Columbia end which cost something over \$6,000.

There are four flourishing fraternalities at New Astoria; the I. O. O. F.

with 70 members; the Knights of Pythias, with 90; the Redmen, with 120, and the Maccabees, with 50 as the government work at the mouth of the river is maintained.

## E. M. LALLY

DEALER IN

## GENERAL MERCHANDISE

Dry Goods, Notions, Clothing, Groceries,

Hardware, Drugs, Etc.

HAMMOND

OREGON

## KOPP'S FAMOUS NORTH PACIFIC BEER

## ELK SALOON

JACK BOSSHART, PROP.

CHOICE WINES, LIQUORS AND CIGARS



Excellent Furnished Rooms in Connection

TELEPHONE ON PREMISES

WARRENTON, ORE.

J. G. CASSUTT

J. E. ECKMAN

## The Liberty Saloon

CASSUTT & ECKMAN, Props.

WINES, LIQUORS AND FINE CIGARS

N. P. BEER ON DRAUGHT OR IN BOTTLES

HAMMOND

OREGON



View of Young's River Falls only a stones throw from the 2000 acres of land we are now placing on the market. Land in this garden spot which is only about 10 miles from Astoria, in after years will undoubtedly be selling at many hundred dollars an acre for it has the producing soil and only needs developing.

## We Have 2000 Acres Of Logged Off Land

In the famous Young's River Valley--The best berry and truck garden land in the world.

## Forty Acres Spells Independence

We are placing the first unit of 400 acres which is bottom land on the market at an extremely low price in 40 acre tracts and know that it spells independence to any person who has the foresight to get a tract.

To the man who is looking for a little home this will certainly appeal for five acres in cultivation, planted to strawberries small fruits or truck, will on the first crop more than pay for the cost of the clearing and the price of the entire forty acres.

ASTORIA AND CLATSOP COUNTY RIGHT NOW OFFER THE BEST OPPORTUNITY IN THE WORLD FOR HOME SEEKERS AND INVESTORS. SEEING IS BELIEVING.

Astoria because of its strategic position at the mouth of the Columbia River, which drains one sixth of the area of the United States, with the completion of the Panama Canal is bound to become one of the largest shipping and manufacturing centers of the Pacific Coast. Astoria has a wonderful fresh water harbor, in fact, the only one of any importance between San Francisco and Puget Sound.

We will gladly answer any inquiries and tell you truth-

fully of the many opportunities in this city and county.

Land here now is lower than in most sections of the rapidly growing Northwest but nowhere in the country are there better markets, better producing soil or a more ideal place to live than in Clatsop County and especially the famous Young's river and Lewis and Clark Valleys.

Write for correct information on dairy, truck, berry, cranberry, celery and asparagus lands, also timber land, factory sites of all kinds, business property and city lots.

## Northwestern Oregon Development Company

TIMBER LAND, REAL ESTATE & INVESTMENTS.

J. S. Dellinger, President-Treasurer, J. F. Dopplmaier, Vice President, A. E. Bennett, Secretary... 367 Commercial St. Opposite New Spexarth Building. Astoria, Oregon.



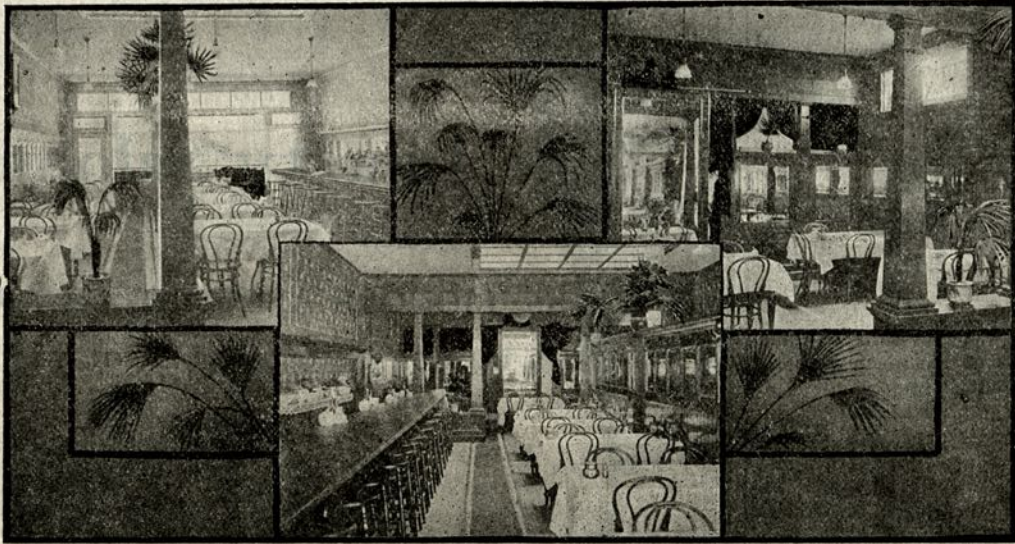


"We were told that our joys would be no better than our meals. However, he proved as practical as prophetic. The memories of that journey are pleasant—thanks to his excellent skilley."

"But the host was a congenial fellow and the night went well."

## The Palace Restaurant

It is the intention of the management to cause you to remember the Centennial for the good things you had to eat.



POPULAR  
PRICES

ENJOYABLE  
ENVIRONMENTS

The Palace Catering Co.

EXCELLENT  
CUISINE

ATTENTIVE  
SERVICE

## SEE

# THE GEM

for

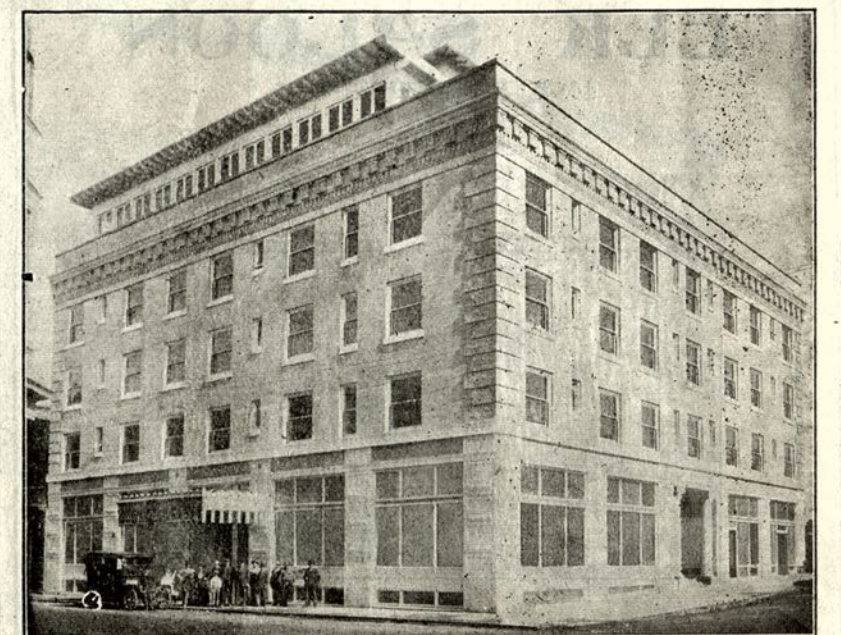
## Wet Goods

BOB LYLE

PAT KINNEY

Eleventh and Commercial Sts.  
ASTORIA - OREGON

"Now that they are well housed and well fed, they would be entertained."



HOTEL WEINHARD-ASTORIA

## The Gem Valley of Oregon

BY EDWARD E. GRAY

To the Editor: It is with pleasure that I comply with your request for an article on the Nehalem Valley, though feeling that some other pen than mine could deal far more adequately with the subject.

STATISTICS, as someone remarked, are worse than lies, for lies are commonly made in hot blood, while statistics are given deliberately with malice prepense. That makes the crime worse. So we will skip the statistics. Besides, I don't know any about the Nehalem Valley.

A long, narrow valley, following the thousand and one queer contours of the beautiful Nehalem River, shut in by apparently limitless low-lying mountains, and all about the deep silence and brooding mystery of the vast primeval forests—that is the Nehalem Valley. Really it is less than a valley. Nowhere does it broaden out into the dignity of a wide plain or far-flung spaces. It consists mainly of the bottom lands that hug the river, from a few hundred feet to one or two miles in width, and in a hundred places narrowing down to steep ravines or gorges through which the river tumbles and sparkles. It is a river of a thousand ripples, of tiny, but dangerous cascades, to use the word left us by the Canadian voyageurs. Always is the river beautiful, beautiful even when in the rainy months it rushes down to the sea swollen with anger and black with silt from the hills, but most beautiful in June, July, August, September and perhaps up to Christmas, when like a summer stream it purrs along, clear as crystal in the sunlight, and silvery under the moon, and always laughing and gurgling in the innumerable tiny cascades. There surely is no river in Oregon more attractive than it is. Unlike many of the rivers of the western coast, its waters are usually clear instead of yellow with eroded silt. But in its lower course, as it nears the Salmonberry creek, which flows into it, and as it nears the sea, it has its Scylla and Charybdis in every mile, and many an Indian and many a white man has gone to his death in a cloud of spray—while the stream laughed and kept on gurgling.

In old ages how this river must have fought and struggled to win a way through to the sea. It attacked scores of mountain sides, only to be rebuffed by every one. Then the whole narrow valley filling with the accumulated waters, it would finally break through at some weak point and rush against some other mountain, to finally win its way through at some weak point near its base again. The winding,

crooked, tortuous course of the stream slipping between the endless procession of hills and mountains is such that in a few cases at least it flows north, east, south and west in a single mile. That some or many of the level expanses that now comprise the bottoms were at one time lakes, seems very probable, which were drained off as the river bottom lowered in process of time, aeons ago. Besides old Father Beaver with his skilled assistants must also have aided in making some of the bottoms.

When all of the bottom or fairly level low lands have been cleared with the ax and the saw, the Nehalem will make a miniature Willamette Valley, a sort of tiny sister of the great Oregon Valley and with all of its beauty and richness. All agree that the soil is remarkably rich, not alone in the bottom lands, but also on all the benches and hillsides. If statistics were not taboo it might be shown that perhaps hardly more than a third or fourth of the available bottom lands are now cleared and under even a semblance of cultivation. Not until the timber goes will the last of it be utilized, for as a rule, the timber has been sold to great companies under long-term permits to remove, so that some of it may not be cut for a long time yet. On the other hand, it may seem inevitable that the armies of the ax and the saw will soon be wreaking their devastating might in these great forests of conifers, for much of the timber is said to be "ripe," and slowly but surely the railroads are making their way into the heart of this, the very core of the greatest compact timber-source in the world.

For some reason the river is not used to float logs. "Never can be" is one argument, "because of the rocks and cascades. Some stones and rocks get jammed into the logs and the logs are worth at least a dollar a thousand less because of the machinery they would break in the mills; besides the rocks injure the logs." On the other hand the argument that the timber companies will and must use the river are equally emphatic and equally plausible. At all events much of the land available for agricultural purposes will not be used until the timber goes. It should be added that the Astoria Southern Railway, extending south from Olney, is aimed directly at Cedar Flats, which lies beyond the 1200-foot summit, and once at Cedar Flats the railway will be in the valley itself for all practical purposes. The lower part of the river is already touched by the line to Tillamook from Portland, and it is only a matter of

a few years at most when the timber will be attacked or gone and the valley and the surrounding hills and mountains left to the farmer and orchardist. As already stated, all agree the soil is remarkably rich, and as one goes south from Olney and strikes into the valley beyond the Summit the differences in the aspect of the soil are most marked. The yellow clays and soapstone give away to a mellow, dark soil. Vegetation runs riot. Grasses, trees and flowers grow with rich abundance, and the farmers seem to agree that the uplands are virtually as satisfactory as the lowlands for many if not all purposes.

That the uplands are well adapted to fruits is a matter of common knowledge, while year by year the evidence accumulates that "Nehalem apples are just as good, and probably better than Hood River." One must see the Nehalem apples on the tree and eat of the fruit to realize that this is no vain boast. Even the casual visitor to the valley may see that the conditions there are most propitious for fruits, and that the valley is likely to become a successful fruit center with the apple crowned king of all. There seems to be that peculiar something in the soil which gives the apple its rosy cheeks and its distinctive flavor. Never, for example, was the Gravenstein so rich in its peculiar flavor as here. Climate and soil conspire in favor of the apple, and the same probably can be said of berries, plums, pears and other fruits. In a general way the climate is more nearly like that of the Willamette Valley than that of Astoria or of the coast generally. Unprecedented was the snowfall of last winter, when with three or four feet on the Summit and at least two feet of snow in the valley for several months, the great forests and mountain sides were transformed.

And from Mist in Columbia county down through Vesper, Jewell and Elsie in Clatsop the river bottom lands are fairly well cleared up and one sees many good farms, and some fine ones. All are valuable. Lack of convenient market has kept the country back. So certain were even the early settlers that it was a promised land, that they began to lay out townships. But the stakes have rotted and for over a quarter of a century cows have pastured over the lots, and the tranquil life of the secluded valley has gone on undisturbed by the whistle of a railway locomotive or the roll and rumble of many wagons. To construct the road bed of a railway into the valley through the barrier of hills and mountains was foreseen as a difficult engineering feat, and even to construct county roads into the valley has taken years and is still costing thousands. Without facilities for transportation, in short, without a convenient market, the valley has virtually lain dormant. Only now is it at last being opened

to the world. Land, however, has always been held at a high figure, for the owners had much faith in it. Some will agree that most lands in Oregon are held too high, but perhaps the Nehalem men had reasons for their faith. For by cultivating only a few acres with a comparatively few acres of bottom for hay and pastures, and by utilizing the hill sides for additional pasture, and with such little effort that it would make a real, hard working Eastern farmer blush to speak of it as work, they have all made, good easy livings. Some have made more than this, it is true, for cattle at least could be driven to market on the hoof. Of late cream is being sent out to Mist and even some to Astoria. In brief, with little effort they have succeeded well. Why do or attempt more,—for there was no market. "Back East," the farmer raised more and more corn to feed more and more pigs to buy more and more land; and he wanted more land so as to raise more corn to feed more pigs to buy more land—but in the Nehalem is was different.

From Astoria one goes to Seaside, or goes to Gray's River, but one never goes to the Nehalem Valley. One goes "into" the Nehalem. When in the valley, one goes "out". Here this relic of the pioneer speech of the Pacific coast has survived. Just as one goes into Alaska and when there goes "out" to the outer world.

In going into the valley from Astoria, the traveler first passes through Olney, about nine miles south, thence southeasterly to Jewell, which is the center of a little settlement. At Jewell one is in the valley. From there one road leads easterly to Vesper and to Mist, the latter across the line in Columbia county. Vesper and Mist are up river. The other road from Jewell leads southeasterly down river to Elsie. Jewell and Elsie have post offices, and each has its little store. Yet well known as they are by name, neither consists of more than little combined store and post office; each, however, being the center of a more or less populous country side. Beyond Elsie is the hinterland of forests, with Humburg mountain not far distant. A road, or more properly a trail, leads from Elsie to Hamlet, from whence one may easily reach Seaside. Jewell is upwards of thirty miles from Astoria with Elsie upwards of ten miles farther. As the crowd flies, they are about half way between this city and Portland, and Clatsop's finest valley may yet be within a railway journey of an hour or two hours from Portland.

Other than by private conveyance there is only one way to go into the valley, and that is by stage. William Deeds of this city is the stage driver and mail carrier. "Billy" Deeds is without exception the busiest man in Clatsop and also is one of the cheer-

(Continued on page 44)

## PARKER HOTEL

E. P. PARKER, Prop.

Good sample rooms  
on ground floor for  
Commercial Men.

Free Coach to House  
Bar and Billiard Rooms



Good  
Check Restaurant  
European Plan  
First-class in Every  
Respect.

ASTORIA - OREGON

## Gold Star Hotel

OSCAR RENTZSCH, Prop.

Finest Wines and Liquors

Choice Cigars a Specialty. Celebrated and Peerless Hop Gold Beer.

AT R. R. DEPOT

ASTORIA, OREGON



## SEASIDE, OREGON

THE CITY and port of Astoria is the logical center of the twin-coast resort territory of Oregon and Washington, and the distributing point for all traffic, passenger and freight, incident to the annual influx of from 150,000 to 200,000 pleasure-pilgrims from all over the upper Pacific slope. Through her gates these thousands pass each year on their way to the glens and valleys of the coast range and to the beautiful beaches flanking the mouth of the Columbia, north and south; to scores of camps and streams and hunting grounds on the coast and inland; to all the cool and fragrant and restful spots that lure and comfort and compensate. The region abounds in charms for the summer vacationist and the traveling student,

and thousands of summer homes are maintained in all directions from this city at points best suiting the fancies and pursuits of their owners. It is paradise for the tourist and the lover of sylvan scenery, and so closely are the mountain, valley, coast and forest resorts allied that the comprehensive indulgence of them all may be made in the season without undue cost or exertion.

This city is entrepot for Gray's River, Deep River, Frankfort, McGowan's, Ilwaco, Seaview, Long Beach, The Breakers, Ocean Park, Nahcotta, North Head, Fort Canby and Oysterville, the principal Washington river and seacoast outposts of pleasure, all are reached from here by steamer service, river and rail bringing the great crowds hither on the

initial trip from the interior. While the Oregon resorts are strung between this city and Tillamook Rocks, and include Warrenton, Hammond, Fort Stevens, Sunset Beach, Clatsop Beach, Gearhart Park, Seaside and Cannon Beach, with intervening spots whence departure is made for the mountain fastnesses of the beautiful Nehalem, Saddle Mountain, and the Lewis & Clark. Each and all within

H. Loughton, John Gerritse, Alec Gilbert, Jr., and H. C. Anderson as their co-trustees of municipal interests. The health concerns of the city are in the careful hands of Dr. J. Y. Lewis. The town owns a comfortable city hall, which houses all departments, council, courts, fire, water and administration, centrally located and kept up in creditable shape at all times. Several hundred of the hand-

Necanicum Inn, Pacific View, the Wheeler, the Wahannah, the Commercial, Waunomah, Woods, Vesper Stella, the American. To these houses, in fair proportion, flock the tens of thousands of guests seeking recreation, rest and amusement during the sunshiny days of the Pacific summer. The tide of travel thither last season was estimated at 90,000, the figures being taken from the rail-



BEACH SCENE AT SEASIDE NEAR HOTEL MOORE.

### Lewis & Company

DEALERS IN  
DRUGS, STATIONERY AND SOUVENIRS  
TELEPHONE 181 SEASIDE, OREGON

## Smith's Creamery Company

Manufacturers Of

### Ice Cream and Candies

Order a Special Cream for Your Sunday Dinner

#### Family Orders A Specialty

We make a Specialty of Delivering North Pacific Brewing Company's Crystal Ice To Families Desiring Same.

We Retail and Wholesale Both.

E. L. SMITH

SEASIDE

OREGON

## F. DRESSER MERCANTILE CO.

WHOLESALE AND RETAIL

DEALERS IN

ALL KINDS OF

### GROCERIES AND PROVISIONS

CHOICEST FRUITS AND VEGETABLES. DRY GOODS. GENT'S FURNISHING GOODS. LADIES', MEN'S AND CHILDREN'S SHOES. HATS AND CAPS. BATHING SUITS ALL STYLES AND PRICES. PAINTS, OILS, SASH AND DOORS, HARDWARE, TIN AND GRANITE WARE.

Corner Bridge and Main Streets

SEASIDE

OREGON

from one to three hours of the Astoria depots and docks, and thus the city shares the popularity of the entire alignment of charming places and crowns them all with the fullness of her own ample store of those things quite lacking at the remotest points.

Foremost among these delightful haunts and reposeful centers is the beautiful little city of Seaside, which, with its normal population of 1,500 people, nestles in the great bight between the large and frowning headland of False Tillamook and the seven-mile jetty built by the United States government at the southerly side of the entrance to the Columbia River. The site of the town is a delightful admixture of meadow and rolling green hills that seem to be terraced back to the lordly mountains of the coast range, 25 to 30 miles away, flecked here and there with lovely mountain streams and placid lakes, the whole panorama being dominated by the groves and forests that are slowly yielding to the touch of advancing civilization and the uses and pastimes of man.

The city itself is incorporated, and is thoroughly administered with the especial purpose of rendering "value received" to the 100,000 visitors who flock there during the summer and fall months and for the making of a name that shall be second to none on the Pacific for beauty, pleasure and comfort, and to which it has attained with rapidity and permanence. At the present writing Seaside is governed by the following officers and councilmen: Mayor, F. H. Loughton; acting marshal and water superintendent, John Uzinger; recorder and police judge, R. O. Ralston; treasurer, F. S. Godfrey, and city attorney Howard M. Brownell; with Councilmen F.

some summer cottages are owned by residents of Portland, Astoria, Pendleton, Walla Walla, Vancouver, Oregon City and other inland points, and are in the main kept in fine order the year round, as the winter season on this coast has its delights quite equal in a way, with the summer lure. Seaside supports a fine weekly paper of its own, the Seaside Signal, of which Messrs. Earl Hurd and W. B. Scott are editors and proprietors, and which serves the city and that end of Clatsop County with unerring faith and regularity. It is one of the cleanest and newest family papers in the Northwest and a credit to its city and sponsors.

Quite naturally this popular coast resort is well equipped with many hotels and rooming houses, at each and all of which the best possible service is obtainable at rational prices. Among the foremost of the up-to-date hostleries there are the Seaside House at Holiday, the southerly suburb of the city, beautifully located in a natural grove under the lee of Tillamook Head, and the Hotel Moore, which holds the commanding site of the city which is the mecca of great hosts of seasoned travelers on account of its modern regime and service so long and so highly maintained by its clever host, Mr. Dan Moore. Mr. Moore has carried out a scheme of yearly improvements at this house which has brought it to the van of the business in the Oregon coast country, this season finding the establishment with 26 additional rooms and a great swimming tank for those who prefer the gentler indulgence to the more boisterous pleasures of the wonderful surf at its very door. Other houses there are, of course, and among these may be mentioned Locksley Hall,

way reports on the coast business, part of which, of course, went to the nearby and charming resort of Gearhart Park, with its famous house, Hotel Gearhart, By the Sea.

The local beach is two miles long, and this is amplified to 18 on the north of the Necanicum River, which, after bisecting the city, flows into the Pacific. There are a number of fine drives out from Seaside, and a lofty and picturesque trail over the mountainous Tillamook Head to the south, and these roads lead to the tranquil nooks of the Nehalem Valley and to the famous Elk Creek and Cannon beaches on the south. The industries of Seaside are a fine milling plant of 75,000 feet per day capacity; the box factory of the Multnomah Trunk & Bag Company, and the original business of poultry and egg raising and shipment and the packing and exporting of clams, crabs and other rock and sea products. The city supports the following amusement ventures: Three moving picture houses, one stock theater, three bowling alleys, one skating rink, two dance pavilions and several other sources of entertainment and pastime. Fraternities exist there in the interest of the Masons, the Eastern Star, Knights of Pythias, Modern Woodmen, Artisans, Macca-bees, and their allied lodges, while three churches are maintained in behalf of the Methodists, Episcopalians and Catholics, and finally, Seaside's commercial concerns are cared for by the Seaside Motorboat and Athletic Club, a group of the younger men, 50 strong, and these men see to it that the pleasure seeker in their midst loses nothing in the way of fishing, hunting, motoring and boating with which the city and section abounds.

## Hotel Moore, Clatsop Beach SEASIDE, OREGON



Beach Scene at Seaside Near Hotel Moore.

IS SITUATED DIRECTLY ON THE OCEAN SHORE ALONG THE BOARD WALK. HOTEL MOORE IS IN THE LEE OF TILLAMOOK HEAD. SEASIDE IS A WARM BEACH FREE FROM THE COLD NORTH WINDS IN SUMMER. SURF BATHING AND HOT SALT BATHS THE HOTEL MOORE IS EQUIPPED WITH STEAM HEAT, HOT AND COLD WATER, ELECTRIC LIGHTS, SUITES WITH PRIVATE BATH, ETC. RATES \$3.00 AND UP PER DAY, AMERICAN PLAN. WRITE FOR BOOKLET TO DAN J. MOORE, PROP.



Hotel Moore, Clatsop Beach, Seaside, Ore

## T. A. DAVIS

CONTRACTOR AND BUILDER

Plans and Estimates on Application

Manufacturer of

Cement Brick, Chimney and Sewer Pipe. Artistic Fireplaces a Specialty. House Moving and General Jobbing

P. O. Box 293

SEASIDE,

OREGON.

Your Favorite Beverage Right for Once.

## BROWN & RICHARDSON

### Arcade Saloon

SEASIDE, OREGON

Of A Quality You'll Remember

Newly Furnished Throughout

Finest Appointed Rooms In The City

## Hotel Wahannah

European Plan

Over Dresser Mercantile Co.

## MRS. J. A. SMITH

Proprietress

Formerly of Hotel Merwyn, Astoria

Seaside,

Oregon

### NO CHOICE

Merely A Matter of Which is the Nearer

The Ocean Bar

The Bridge Saloon

Choice

WINES, LIQUORS AND CIGARS

Equal Merit--The Same Proprietor

## B. J. CALLAHAN

SEASIDE

OREGON

## Seaside Boat Co.

BUILDERS OF CANOES, ROW, SAIL AND DUCK BOATS.

BOATS FOR HIRE, BY THE HOUR, DAY, WEEK OR MONTH.

PRIVATE BOATS TAKEN CARE OF. BOAT SUPPLIES FOR SALE.

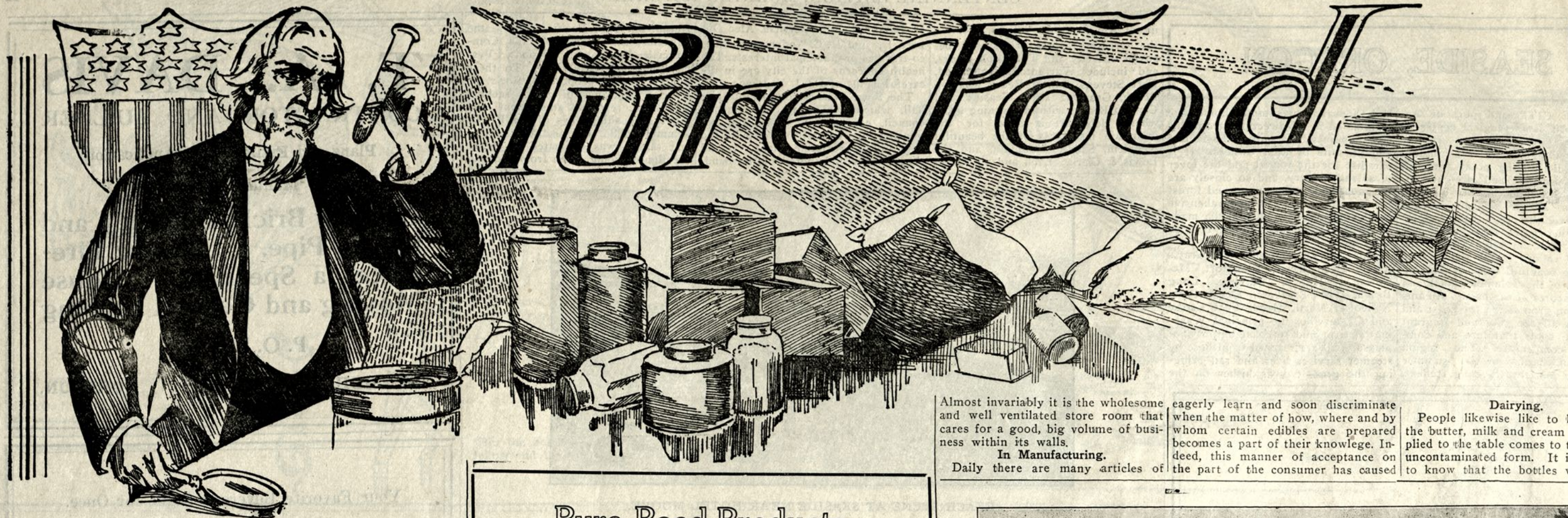
TAKE A TRIP ON OUR GASOLINE LAUNCH BETWEEN GEARHART AND SEASIDE.

## G. H. SMITH, Manager

SEASIDE

OREGON





## The Sunflower Dairy

**Exponent of Sanitary methods and up-to-the-minute form of service.**

In regard to its action affecting a "pure food" milk supply to the city of Astoria, the Sunflower Dairy Company has earned honorable mention.

Three years ago this concern, with A. C. Miller as general manager, took over the holdings of the Sloop-Jeffers Company and established milk supply headquarters at Fourteenth and Duane streets. The increase in volume of business—deserved for meritorious methods—has proven conclusively that people are interested in the how and where of the bottles that adorn the front step each morning.

This curiosity of the public has been answered by the following data: Out along the Lewis & Clarke River five to six hundred cows browse in a pasturage that covers approximately fifteen hundred acres during seven months of the year. The cans that contain the daily shipment of milk from the Lewis & Clarke country are thoroughly sterilized before filling.

When the consignment of cans arrives at headquarters they are taken into a big, well-ventilated room and

the milk poured into a big vat that is bright from its many scrubbing. From the vat it goes into the pasteurizing machine and comes in contact with steam at 160 degrees for twenty minutes, then over and down the cooling tubes and into clean, sterilized bottles which are capped and placed in cool running water until placed in the wagons for delivery by scheduled routes over the town. Even these trips are made in the night or early morning when there is no sunshine to heat the bottles ere they reach the consumers.

The archaic manner of slushing the city's milk supply about the streets in tin cans is a custom of the past. And this modern and careful service of more than 1000 bottles daily of a perfect "pure food" product is enjoyed by Astorians at a cost much less than in other cities of the west. In fact, in some instances a like supply in other towns is charged for at a rate double that which is in effect in Astoria.

### Pure Food Products

From the beginning of time, and undiminished with all the various whims to which humanity has subjected itself, the desire to eat and drink has come. And always the better the edible, the better the desire has been appeased. With the advent of a higher civilization, many ingenious methods have been introduced from time to time in the matter of preparing articles of food in more attractive form. Even the ancient and accepted nutrients of centuries long ago appear today in a form that would astonish our forefathers. Perhaps, the idea of more tempting preparation has been made necessary to compete in an age of lost appetite and the dread indigestion. Be that as it may, the new era has also engendered many and varied ideas regarding profit taking. And, oftentimes presumably to eliminate expense, the new methods have been permitted to lose much in sanitary qualities, while the matter of appearance has been religiously upheld.

To such extent have some methods been permitted to wander that it has been necessary for legislation to regulate conditions that have heretofore prevailed, and lay a restraining hand upon the shoulders of many unscrupulous makers and vendors. This form of procedure at first met with some dissenting opinions, but, when count of those who were benefited by the regulations was taken, it polled favor-

able mention unanimously. Because everybody eats and drinks and consequently everybody was affected.

Not only does "pure food" regulation help everyone merely because they eat and drink, but it is an asset to both manufacturer and seller when intelligently taken advantage of. For, when people come to know it is the unswerving policy of a certain purveyor of articles of food to maintain strictly sanitary conditions, prestige is created. The shop or factory that exploits these conditions, rigorously executes them and outwardly demonstrates them will unquestionably win. There is no business acumen more to be admired than that of strict adherence to "pure food" regulations and then making the fact known to the public.

#### Retail Helps.

Especially in retail stores, where the customer comes in person, will sanitary conditions help. In fact, they will prove a sales stimulant of no mean degree. Practically every purchaser will notice favorably the fact that the floor is clean, that on counters where displays of open receptacles are arranged there is protection against dust and flies, that the cold storage box is clean and does not give forth a disagreeable odor, and that the bottles, cans, jars and the like that decorate the shelves are well dusted and present a bright and new appearance.

Almost invariably it is the wholesome and well ventilated store room that cares for a good, big volume of business within its walls.

#### In Manufacturing.

Daily there are many articles of

eagerly learn and soon discriminate when the matter of how, where and by whom certain edibles are prepared becomes a part of their knowledge. Indeed, this manner of acceptance on the part of the consumer has caused

#### Dairying.

People likewise like to know that the butter, milk and cream daily supplied to the table comes to them in an uncontaminated form. It is pleasing to know that the bottles were thor-



One Source of Astoria's Milk Supply

necessity that come to the culinary department regarding the form of preparation of which little is known. In fact, the retailer has nothing to do with the conditions that prevail in establishments where articles of food are made ready and packed. And people

the words "Guaranteed under the pure food and drugs act" to become quite common. Because it is both an assurance to the buyer and a just credit to the institution from which the article came.

oughly sterilized, that the cows were well fed in knee-deep pasture, and not diseased, that plenty of boiling water was poured over the utensils in the creamery where the preparing process.

(Continued on page 44)

"WHITE CLOVER BRAND."

"WHITE CLOVER BRAND."

"WHITE CLOVER BRAND."

# PROTECTION IN EVERY ARTICLE OF TOWNSEND PRODUCTION

**Modern  
Sterilizing  
Methods**

**"WHITE CLOVER BRAND"**  
FANCY CREAMERY BUTTER  
ICE CREAMS AND ICES  
FULL CREAM CHEESE

**Thoroughly  
Sanitary  
Equipment**

## T. S. TOWNSEND CREAMERY CO.

Manufacturers and Jobbers of

**Fancy Creamery Butter, Full Cream Cheese and All Dairy Products**

**Distributors  
DeLaval Cream Separators**

**18-20 Front Street, Portland, Oregon  
591 Duane Street, Astoria, Oregon  
A. S. SKYLES, Local Manager**

**Manufacturers  
Ice Creams and Ices**

"WHITE CLOVER BRAND."

"WHITE CLOVER BRAND."

"WHITE CLOVER BRAND."



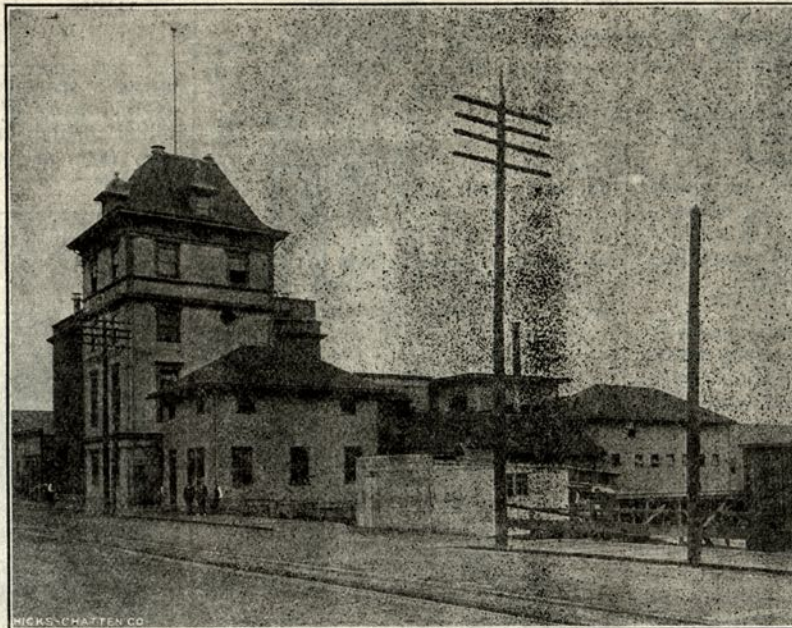
# "BEST ON THE COAST"

FOR THEM ALONE YOU'LL LONG REMEMBER THE CENTENNIAL

Of Course,  
Thousands Know--

OUR  
"PALE  
BOHEMIAN"  
BEER

The old reliable beverage--our leader for years-- the social glass that has made friends for Astoria. You'll like it too.



Home of North Pacific Brewing Co.

But for Now,  
Remember Also--

OUR  
"SPECIAL  
CENTENNIAL"  
BREW

This is a little reminder of what's coming during the Centenary occasion--you'll not fail to appreciate it either when you're warm and tired from sight seeing.

--Then Your Money "Can Come Back"--They're Home Products--

## The North Pacific Brewing Company

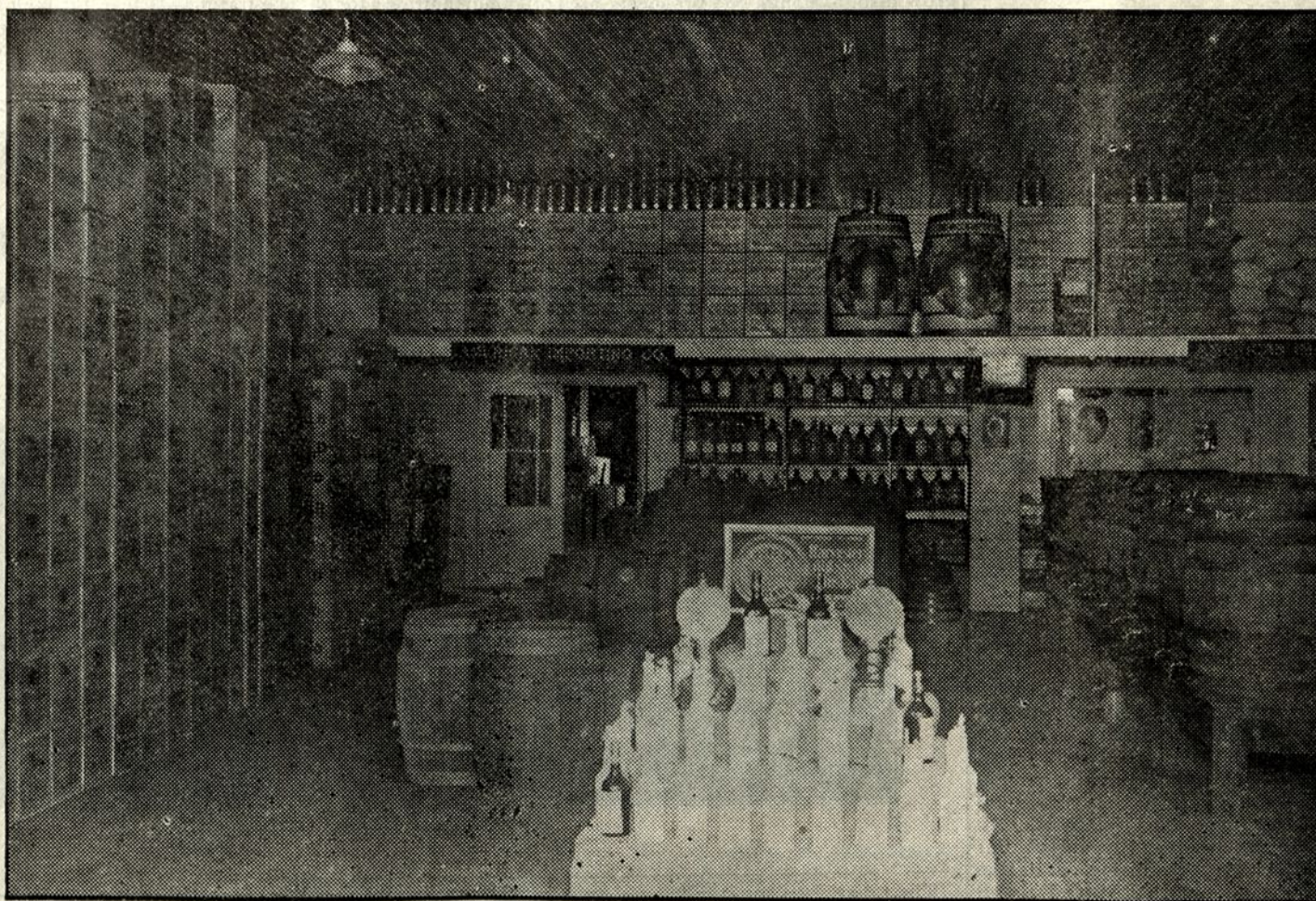
Telephone 21

Astoria, Oregon

## American Importing Company Wholesale Liquor Dealers

589 Commercial St.

Astoria, Oregon



Interior View American Importing Company's Store.

Distributors For  
**Harvester Old Style Whiskey**

We Have Assumed Our Share Of The Responsibility  
Of Having You Well Fed During Your  
Visit To The Centennial

## A. V. ALLEN

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### Groceries---Crockery

PROVISIONS, FRUITS AND VEGETABLES  
GLASS AND PLATED WARE.

BE SURE AND INSPECT OUR SPECIAL EXHIBIT OF CENTENNIAL SOUVENIRS AND FANCY CHINA.

Groceries, Provisions, Meats Etc

## Wholesale <sup>A</sup><sub>N</sub>D Retail

We extend you a hearty invitation to visit our fine store and place at your disposal our immense stock--consisting in part of fresh and smoked meats. Domestic and Tropical fruits and vegetables, fancy and staple groceries. No order too small nor any too large for us to fill to

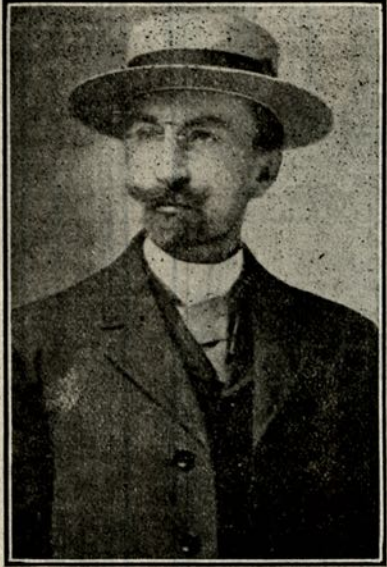
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Incorporated  
530 to 542 Bond St.



## CENTRAL DRUG STORE



UNSURPASSED FOR  
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## THE TRENTON

F. J. SCHEIDNAGEL, Proprietor

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CARRIAGES, HACKS  
VANS  
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BAGGAGE CHECKED  
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SHERMAN'S TRANSFER CO.

SERVICE

"SATISFACTORY"

FURNITURE AND PIANO MOVING A  
SPECIALTY

MEETS ALL  
TRAINS  
AND BOATS

HENRY SHERMAN, Mgr.  
433 Commercial St.  
ASTORIA - OREGON

## PURE FOOD PRODUCTS

(Continued from page 42)

daily takes place. And that every precaution has been taken to eliminate conditions that are not thoroughly wholesome and conducive to good health. Especially are families interested where an infant has come to bless the household. Particularly in America does the idea prevail that there is nothing quite good enough for the children. And indignation has always been evinced when investigation has disclosed unsanitary conditions in this field. The businesslike dairyman complies with this formula unhesitatingly and sees to it that the public knows the facts.

#### About Ice.

That article which is made almost indispensable in the summer season, and just at a time when the whole human race is subjected more or less to various ills. It is a relief to know that the ice placed daily in the refrigerator is manufactured from clear, pure water and surrounded by conditions that leave no way for the product to contain germs or injurious ingredients, or become contaminated by contact with foreign substances, or by being handled in an unsanitary manner. The big, sparkling cakes, as clean and wholesome as they look, are in demand; that is why carefulness prevails, for it means profits.

#### In Brewing.

Perhaps the most popular beverage, particularly during the warm season, is beer. Thousands of families depend upon its healthful nourishment daily. Therefore, when it comes in the form of an everyday indulgence, people generally want to know what care was maintained in the process of brewing. Consequently the brewer who is known as one who holds absolute cleanliness as being of as much importance as any other condition, just

ly holds an advantage. When a person takes a favorite glass it adds just a little more to the zest if it is known that from the time of the gathering of the materials necessary to the making every precaution has been taken to make the beverage one that is wholesome in every respect. There is a little more delight in the quaff if it is realized that the vats wherein the brew attained maturity were clean and protected from dust, that the bottling process entailed thorough sterilizing and proper care, that the rooms used for storage were well ventilated and did not smell of must, and that no part of the process of manufacture would not "make good" when subjected to investigation. The comparison of consecutive yearly output will explain why the brewer who heeds the motto of cleanliness is a good manager and consequently a clever business man.

#### General Effects.

By the "pure food" ruling, every-one manufacturing or offering for sale articles of food or drink are more or less affected. Some for a time may pass unnoticed with uncleanly conditions because of the isolation of their industry. Not isolated because it is small or in an out of the way place, but because it is of such a nature that the general public knows little of the manner in which it is maintained. But once the knowledge is circulated and it becomes known that articles coming therefrom are unwholesome, public sentiment will exact restitution. And the same conditions that permitted of continuance for a while unmo- lested will prove just as great a barrier to rehabilitation. Competent managers in all lines do not sanction unsanitary conditions under any circumstances. For they have too often proven costly with no reward other than disastrous results.

## THE DAIRYING INDUSTRY

ACCORDING to President A. S. Skyles, of the Astoria Chamber of Commerce, himself a practical and heavily interested dairyman and an accepted authority on the business here, the industry in Clatsop county has not received the proper attention of the community considering the possibilities inherent in a painstaking and confirmatory concern for its development to the standards attained by even lesser prepared sections of the country. He claims there is no branch of farming so safe, sane and sure as dairying in this country if carried on with prudence and sound judgment, since, as he says, there is an abundance of pure water,

wholesome grasses and climatic advantages here that are unexcelled in any country on the globe, the three commanding essentials of the business everywhere.

Mr. Skyles declares that the cool dews, the never-failing rains and the wonderful fertility of the home soils, make this investment and occupation one of the foremost industries in which the man of small means may engage in, in Clatsop county, with the very minimum of risk, and to this is coupled the best market on earth right at the door and a foreign market in as easy touch as from any point known Astoria having instant and regular transportation to the far depots at all times.

He says further that the Clatsop dairyman is not put to the inconvenience and expense borne by the Eastern or by the middle-west dairyman as to extremes of heat and cold and the protection of the herds and their product, to meet the requirements of the trade. No herd has to be housed and fed and bedded and cared for as in that rigid winter climate. The local feeds are green here all winter long and the dairyman gathers it in as he needs it and feeding it to the cows in the very fullness of its nutritive strength and freshness; all of which goes far to make this an ideal country for the business.

Roots, such as the cow turnip, the rutabaga, etc., are most generally grown here for winter feed, and the thousand headed kale is being grown with considerable success by some, but has not yet been adopted generally as have the root crops. He is very sanguine of the steady development of the business here, and to prove it has gone into it heavily and is prosecuting the last advantage at hand to make it a genuine and broad success, as his faith and money may contribute to that end. He is one of the live and alert men of the county and deems no work nor expenditure too great in the exploiting and proving out of such a magnificent industry.

From a brief description of the physical features of that section of Oregon lying on the south shore of the Columbia and near the Pacific Coast the thoughtful reader will not fail to discern that conditions here are very favorable for the success of the live stock industry. There are extensive ranges well covered with native grasses; there are well-watered valleys; there are large areas that can be put into pastures at a reasonable cost, and there is a mild climate that enables stock to roam in the open country during the winter months. In short, every essential requisite for carrying on of stock-raising with satisfactory results may be found in all parts of this district.

The valleys of the Nehalem, Young's River and the Lewis and Clark in Clatsop county, equal any dairying lands in the world. Along the broad valleys of the last two rivers are a number of farms which supply Astoria and the towns of the county with milk, cream and butter. Some of them have ordinary stock and some of them have fine stock, but they all find conditions most excellent for marketing their produce all the year round.

The bottoms along Young's River are also very productive and good for dairying, trucking and fruit-growing. Corn may be raised for stock and that has been proved during the past summer, when both the Lewis and Clark and Young's River bottoms, have produced a fine quality of forage of this kind in spite of the great moisture,

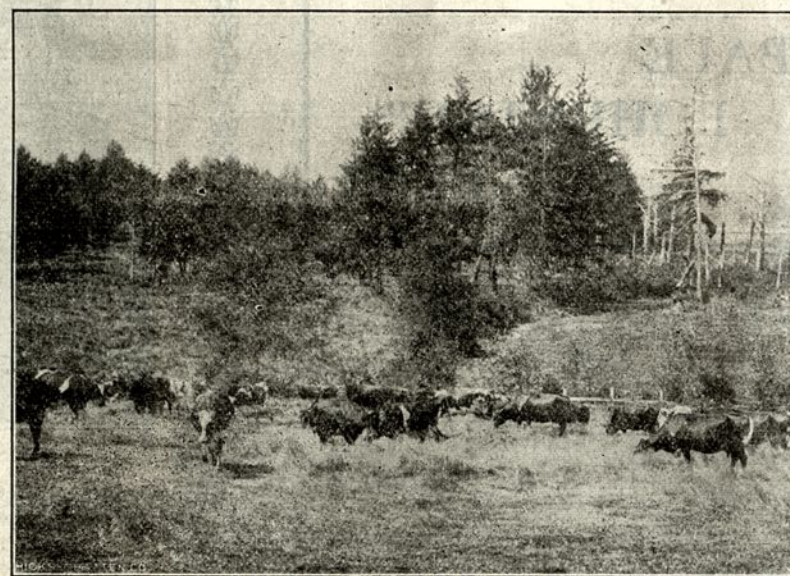


JOHN DAY,  
Centennial Publicist.

during a season.

Other parts of the country are excellent for dairying. Products of the dairy farm are in excessive demand

state, the latter does not yet produce the stock necessary for local demands. Oregon markets will be looked to for all time to come to supply demands in



BROWSING IN THE MEADOW LANDS.

and as the towns and cities grow the demand will be that much greater. There will always be a big market, in fact, for all produce raised on the soil and productions from stock. As the

Alaska and the Orient. There is not likely to be a time when the beef, pork, mutton and dairy products of the state will fail to find a ready sale at remunerative prices, and there can



CONTENTED—WITHOUT A FAULT TO FIND

production grows the population will grow also, although the prospects are that the population will easily keep ahead in the race.

hardly be placed a limit to the number of opportunities for inaugurating a stock-growing enterprise; nor to the possibilities to which such an enter-

prise may be developed.

There are a number of fine herds in this county, the Holsteins and Jerseys leading and all are under the finest systems of care and culture and yielding splendidly. Hardly a month passes that some additions are not made to the home herds and the hope of the dairyman and the citizen generally that this will soon become one of the great centers for dairy products in America seems to be in course of realization.

For statistics touching this industry see the columns in this issue devoted to "The Man Who Knows How," as they have all been placed there to generalize that specific department.

The Gem Valley  
Of Oregon

(Continued from page 40)

iest. To make this trip by stage is an event. The stage leaves the Astoria post office every second morning at 6 o'clock, arriving at Elsie ten or twelve hours later. Mr. Deeds knows all the men, women and children along the route, and all the cows horses and chickens.

The stage does not travel at break-neck speed, but rather the contrary. From Astoria out through Olney and as far as the Summit the road is of crushed rock. By the Summit is meant the highest point of the highway as it passes over "the divide," which is at this point a broad plateau covered with interminable forests. It is 1,200 feet above the sea level. From the Summit down through Cedar Flats the road is solid but rough and in an incomplete state. At the Denver farm, just past the pretty Fish Hawk Falls, a stop is made to exchange stage horses. Mile after mile the traveler passes through the vast forests, yet untouched by the hand of man. In every creek and river bottom are clearings. The sombre and monotonous denseness of the forests near the coast is broken in the Nehalem by the alder, soft and vine maple, crab apple thickets, hazel shrubs, and by the cascara and the tall and stately wild cherry. Some of the maple is of the curly kind, and perhaps valuable for furniture.

The valley people are proverbially hospitable. They are intelligent. In a year or two the county court will have completed the great work of lay-

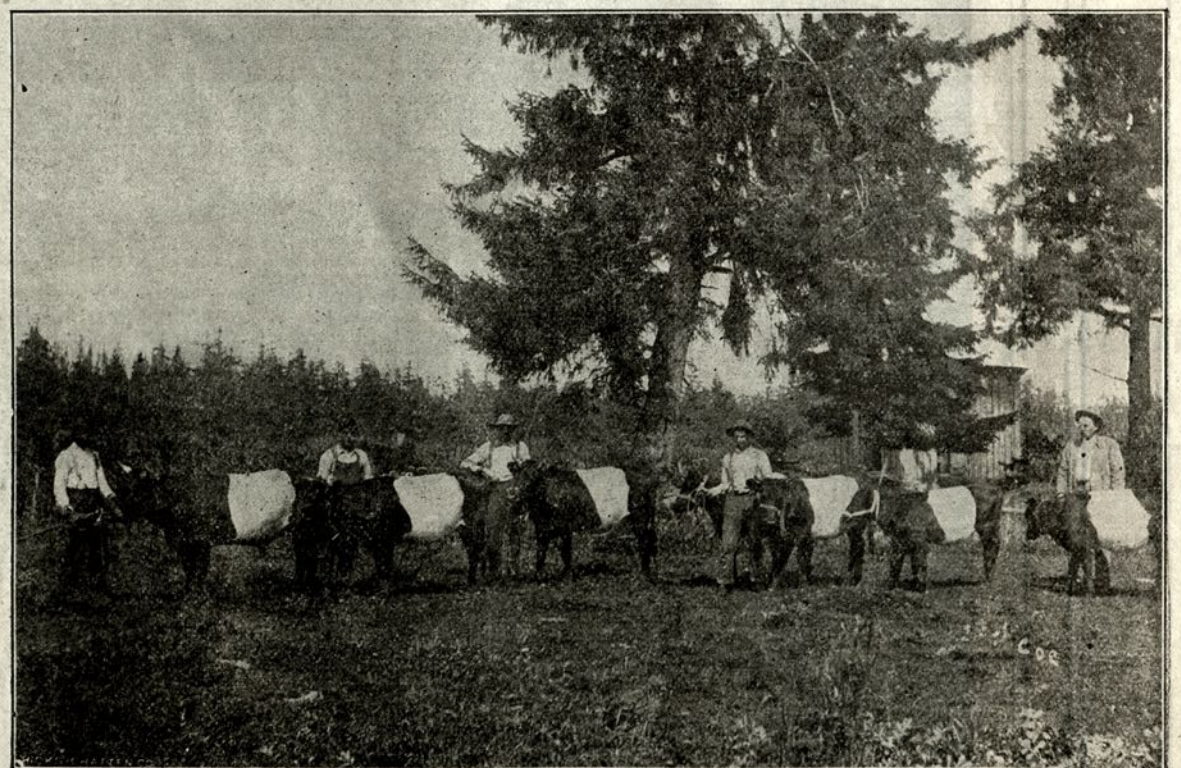


CONTENTED—WITHOUT A FAULT TO FIND

production grows the population will grow also, although the prospects are that the population will easily keep ahead in the race.

hardly be placed a limit to the number of opportunities for inaugurating a stock-growing enterprise; nor to the possibilities to which such an enter-

ing with crushed rock the highway clear through to Elsie. Its completion ought to mark the commencement of a new era for the valley.



A FINE CLATSOP COUNTY HERD.

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General Agents

Samson Marine Gas Engines  
Humphrey Automatic Gas Water Heaters

See demonstration at

PACIFIC POWER & LIGHT CO'S., OFFICE  
SPEXARTH BUILDING



IN A CLASS BY ITSELF  
**WEINHARD'S RHEINGOLD**

A draught beer of the  
 Pilsner Type. Superior  
 To the Imported.



On draught at all  
 First-class Grills, Cafes  
 And Bars.

**A. BEYER**  
 Astoria Agent

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 Astoria Bottlers

**Henry Weinhard Brewery**  
 PORTLAND, OREGON

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SUPERIORITY IN BREWING

--the beer that has pleased millions--  
 because it is all that a perfect brew  
 should be.

Phone 299  
**Columbia Bottling Co.**  
 Astoria Agents

--for a case--it will prove an indis-  
 pensible adjunct in the entertainment  
 of centennial guests.

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Manufacturers of the  
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**CARBONATED BEVERAGES**  
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**THE NORTH PACIFIC BREWING COMPANY'S**  
 Famous **BOHEMIAN BEER**

A beverage you'll learn to appreciate when tired and warm from inspecting  
 the Centennial Exhibits.

**IF YOU'RE HOSPITABLE**

you'll have a case on hand for the enjoyment of the folks who'll come to visit  
 you this summer during the Centennial.



# RAINIER, OREGON

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NEARLY TWO MILES

Excellent Climate

Sewerage System

Gravity water System

Volunteer Fire Dept.

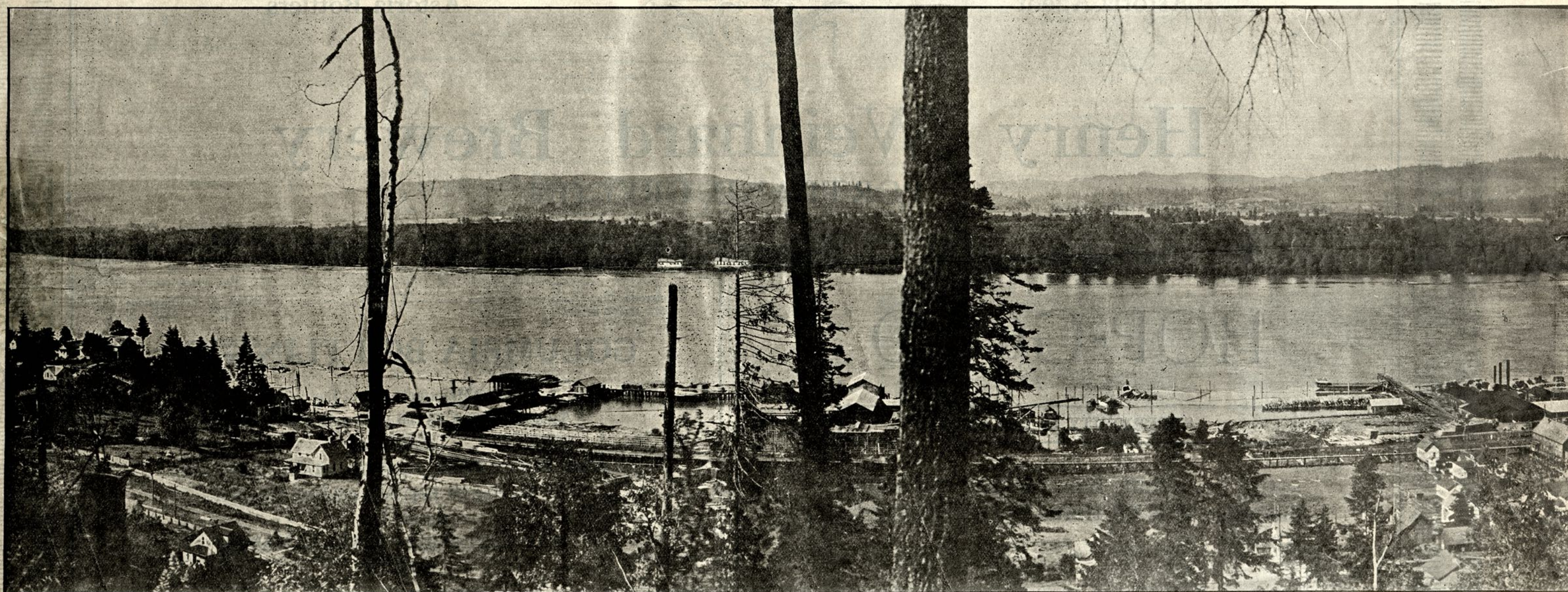
Seven Continuous Miles  
of Deep Water Harbor with  
Railroad along the Shore  
of the Columbia River

of Paved Streets

Nearly Another Mile

Now Being Paved

Thorough Fire System



PANORAMIC VIEW OF RAINIER, OREGON, SHOWING ITS EXCELLENT WATERFRONT ON THE COLUMBIA RIVER.

WE WILL HELP

Just Out-

You. The Home-

seeker is Asked to

Investigate RAINIER

The Commercial Club is  
Offering Free Sites for Fac-  
tories and  
Other Substantial Industries

side of the Fog

Belt, but within

The Sea Breeze Area

JUST THE PLACE FOR FACTORIES  
ELECTRIC POWER FOR INDUSTRIES



# A COMMON SHIPPING POINT ON THE COLUMBIA RIVER. RICH FARMING COUNTRY

## TWO LOCAL TRAINS

Each way between  
This City and Port-  
land each day and three  
Through trains each way

Present Pay Roll \$50,000  
Per Month  
Maple, Ash, Alder, Cedar,  
Fir and Spruce Timber In  
Abundance

## POPULATION IN

1906 was 500 and  
the Present Population  
Is 2,500. We  
Invite You to Come



DEMONSTRATING THE CITY'S ADVANTAGEOUS SITUATION IN REGARD TO COMMERCE AND MANUFACTURING.

Don't Over-  
look Rainier, the  
Future Manufactur-  
ing City of Oregon

Unexcelled for Fruit and  
Dairying. Land Is Cheap  
For Information  
Address  
Sec. Commercial Club

No place on  
The Columbia  
River Has More Beau-  
tiful Scenic Home Sites

# RAINIER, OREGON



# THE BEGINNING OF A NEW ERA

**A**STORIA will not only celebrate her Centennial, but also her entering upon a new life. She is on the threshold of the greatest development period ever known to the Pacific Northwest. Her real activities will date from 1911, the beginning of this new era, and when hundreds of thousands of visitors will have learned about her wonderful location, her marvelous resources, and the multitude of splendid opportunities in the whole lower Columbia River district. It will be seen from the picture that the mouth of the Columbia is the natural outlet and ocean port of the whole Northwest.

It is everywhere heralded that the Pacific Ocean is hereafter to be the scene of the world's greatest activities. The greatest ports of the future — the future of big ships — must be close to the ocean, like New York, Boston, San Francisco, Liverpool, and the other chief ports.

Note the many large ships now building, 800 to 900 feet long, and the shipbuilders declaring that the big class will be "1000 feet long in the near future and then still bigger." The great ships of the world are hereafter to ply the Pacific. Where on this Coast can they be accommodated? Only three harbors are available within the zone of commerce, and the best of these is the mouth of the Columbia, down grade from everywhere.

The world progresses: Big ships reduce cost and thus will control the tonnage. Great ships cannot waste days of precious time going up and down intricate river channels even if wide and deep, to say nothing of the very large expense and extreme annoyance imposed by such unnatural conditions. The metropolis 100 miles up river must ultimately use this great harbor, which will virtually make it her own ocean port.

The great Columbia Harbor is easy and quick of access, has deep fresh water and ample capacity. It has every advantage as a seaport and no disadvantage. The importance of this perfect Harbor cannot be expressed in words; it has been well said that it is worth more than a thousand millions to the future commerce of this country. It is the natural gateway to the markets of the world, unparalleled in its benefit to our growing commerce.

The great Government Jetty, now almost finished, has provided an abundance of water in the grand wide entrance to this very large and protected harbor, and completed that which in every other respect came perfect from the hand of the Creator. Commerce, like water, always seeks a gravity route to the sea; and this gravity outlet is also remarkable as the only first-class, fresh water harbor in the United States. It

must ultimately become the supremely great Port of the Pacific. Nature has so ordered and man must comply, as he complied in finally building the splendid North Bank road down Nature's water-level highway, the Columbia, instead of continuing to lift his tonnage over mountain passes with seven engines hauling the load of one.

The first law of transportation is that "Tonnage must take the easiest grade, to the cheapest port, into the biggest ship." The great Hill system, with its famous North Bank line, has the only water-grade outlet from Spokane and all the Inland Empire, to the ocean. It provides a water level haul from the producer to the sea. An incalculable advantage to the Hill system and a saving of millions in cost of transportation.

The matter of adequate, suitable, and easily approached railroad terminals is the great, vital problem in the transportation world to-day; it overshadows every other important question. Those requirements, so rarely found, are perfectly met on the level Warrenton peninsula just below Astoria, where both the Hill and Harriman systems have procured fine terminal grounds and where there is abundant room for all future needs of commerce between rail and ship.

The Panama Canal will tremendously change the commercial map of the world. With its completion, our Pacific ports will rival those of the Atlantic in every kind of commerce and travel. That means more than any statement can express for our few Pacific ports, and especially for this, the grandest of them all, and which is so much nearer than the mountain grade ports of Puget Sound.

With the completion of the Canal, now so near, the biggest ships from the Atlantic Coast will bring their cargoes of merchandise and return with great quantities of lumber and western products. The canal will revolutionize transportation conditions on this coast and it particularly emphasizes the need and commercial importance of this great ocean-side seaport, located by nature at the exact point where it can be most serviceable.

No other locality has tributary to it so enormous a body of fine timber. That in itself and apart from all else means a great volume of business and of manufacturing at the mouth of the Columbia for the next fifty years. It must be one of the chief lumber centers of the world.

The great cities are at the great harbors. New York is solely the result of its location at the mouth of the Hudson. It is down grade from a very large territory, and right at the ocean. A great city will certainly result from the same natural conditions at the mouth of the Columbia.

WALTER C. SMITH.

